

7-8 EDWARD VII.

SESSIONAL PAPER No. 20

A. 1908

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL PERIOD FROM JULY 1, 1906,
TO MARCH 31, 1907

*Submitted in accordance with the provisions of the Revised Statutes of Canada,
Chapter 37, Section 28*

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OTTAWA

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EXCELLENT MAJESTY,

1907

[No 20—1908]

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet ; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General of Canada.

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal period from July 1, 1906, to March 31, 1907.

GEO. P. GRAHAM,

Minister of Railways and Canals.

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THE HISTORY OF THE CITY OF BOSTON

BY

JOHN B. BOSTON

OF THE CITY OF BOSTON

IN TWO VOLUMES

VOLUME I

1850

NEW YORK: PUBLISHED BY J. B. BOSTON

AT THE

OFFICE OF THE CITY CLERK

IN THE CITY OF BOSTON

1850

BY J. B. BOSTON

REPORT OF THE DEPUTY MINISTER.

To the Honourable GEO. P. GRAHAM,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Department of Railways and Canals for the fiscal period of nine months ended March 31, 1907. By the Act of 1906, chap. 12, 'An Act respecting the fiscal year,' it was enacted that, dating from July 1, 1906, the period from April 1 in one year to March 31 in the next year shall constitute the 'fiscal year,' the year 1906-07 to consist of nine months, only.

The annual reports of the engineers, together with general and special reports from superintendents, both of railways and canals, and from other officers in the department, are given in appendices.

In Part I. will be found statements showing the amounts expended during the past fiscal year in construction, repair and maintenance of the several works under the department; also statements showing total expenditure on each canal since its construction, and on each of the government railways; also a statement showing the payments made, year by year, to subsidized railways, with the aggregates of such payments.

GENERAL SUMMARY.

The expenditures of the department for the nine months ended on March 31, 1907, on its works of construction, operation and maintenance, both railway and canal, and in furtherance, by subsidy under authority of parliament, of outside railway enterprises, are as follows :—

The total railway expenditure for this period amounted to \$14,918,598.92; of which \$7,174,370.17 was charged to capital, \$6,328,745.65 to revenue, and \$1,415,483.10 to income.

The expenditure on capital included \$5,537,867.50 for the National Transcontinental Railway.

The expenditure on income included the sum of \$1,323,367.48 paid as subsidies to railways other than the government roads, also \$68,664.29 for the Board of Railway Commissioners for Canada.

The expenditure on the Intercolonial Railway, including the Windsor branch, \$15,425.32, charged against revenue, was \$7,551,806.41, namely, on capital account \$1,506,209.26, and on revenue account \$6,045,597.15.

The expenditure on the Prince Edward Island Railway was \$374,859.02, of which \$91,710.52 was on capital and \$283,148.50 on revenue account.

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The expenditure on canals aggregates \$1,835,061.27, of which \$887,838.61 was chargeable to capital, \$264,110.73 to income, \$383,845.74 for staff, and \$299,266.19 for repairs, the last two items being charged to revenue.

Adding to the above the further sum of \$34,183.75 for general expenditures common to both branches, the total departmental expenditure for railways and canals for the nine months ended on March 31, 1907, amounted to \$16,787,843.94.

The total revenue derived from the government works for the nine months was \$6,354,955.71, namely, from railways \$6,248,311, and from canals \$106,644.71, of which the sum of \$92,310.51 was derived from hydraulic and other rents.

By Orders in Council of April 27 and May 19, 1903, tolls for passage through any of the government canals were abolished; the exemption, which was by way of experiment, to continue in force for the two seasons of navigation of 1903 and 1904, only. A further order of February 25, 1905, continued the exemption for the season of 1905, and by an order of June 22, 1905, the system of toll collection was definitely abandoned in respect of any and all the canals of the Dominion.

A sufficient staff has, however, been retained to carry on the essential work of recording the traffic through the canals—information which is requisite for the proper knowledge and appreciation of the commercial progress of the country—and for the collection of such other revenues as are derivable from the leasing of the canal lands and water powers, &c.

The total government expenditure on railways prior to and since confederation (July 1, 1867), up to March 31, 1907, amounts, on capital account, to \$162,050,456.79, which includes the sum of \$25,000,000 granted (from capital) to the Canadian Pacific Railway Company for its main line. In addition, there has been expended from the consolidated fund a total of \$167,210,490.44, which includes \$35,578,502.54, paid as railway subsidies in addition to the above to the Canadian Pacific Railway; making a total expenditure of \$329,260,947.23.* Of this amount the sum of \$13,881,460.65 was expended on construction works prior to confederation, on portions of what is now the Intercolonial Railway system.

The total revenue received from the government railways from July 1, 1867, to March 31, 1907, amounts to \$118,819,364.19.

The government expenditure on canals prior to and since confederation, July 1, 1867, to March 31, 1907, amounts, on capital account, to \$91,734,718.21, of which \$20,593,866.13 was expended prior to confederation, and from the consolidated fund to \$24,495,624.73, making a total of \$116,230,342.94.

The total revenue derived from canals during the same period is \$13,620,228.03.

* This amount does not include the annual payment of \$119,700 to the provincial government of Quebec, being interest at the rate of 5 per cent on the sum of \$2,394,000 up to 1905 granted by 47 Vic., Ch. 8 (1884), nor the annual payment of \$107,730, being interest at the rate of 4½ p. c. since and including 1905, on the said sum of \$2,394,000, for the line between Ottawa and Quebec which sum was transferred to the public debt as a liability, and is dealt with by the Finance Department. (See Public Accounts 1893-94, page 10, and 1906, page 79).

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The total expenditure on railways and canals up to March 31, 1907, is, as above, \$445,491,290.17, to which must be added for general expenditures, embracing both \$739,623.50, making a grand total of \$446,230,913.67.

The total revenue derived from railways and canals from July 1, 1867, to March 31, 1907, is \$132,439,592.22.

Details of the above will be found in statements of the accountant of the department, Part I., pages 3 to 50, inclusive.

GOVERNMENT RAILWAYS IN OPERATION.

The government railways are the Intercolonial, the Windsor Branch (maintained only, and leased for operation), and the Prince Edward Island railway.

Details respecting these railways and their operation will be found in the appendices, Part II., containing reports from the Chief Engineer of the department, the General Manager of government railways and the officials of these roads.

The gross earnings of the government roads for the nine months from July 1, 1906, to March 31, 1907, the close of the new fiscal year, amounted to \$6,509,186.49, of which the Intercolonial Railway produced \$6,248,311, the Windsor Branch \$45,440.52, the Prince Edward Island Railway \$215,434.97. The gross working expenses amounted to \$6,328,895.65, namely, the Intercolonial Railway \$6,030,171.83, the Windsor Branch \$15,425.32, and the Prince Edward Island Railway \$283,148.50.

The operations of the nine months resulted in a net gain of \$180,440.84.

The Intercolonial produced a profit of \$218,139.17, the Windsor Branch a profit of \$30,015.20, and the Prince Edward Island Railway a loss of \$67,713.53.

INTERCOLONIAL RAILWAY.

On March 1, 1898, the operations of the Intercolonial were extended to Montreal by means of leases obtained from the Grand Trunk and Drummond County Railway Companies, making an addition of 169.81 miles to the operation of the government line.

The leasing agreement with the Grand Trunk Railway Company, dated February 1, 1898, was confirmed by the Act 62-63 Vic., chap. 5 (1899). Its term extends for a period of ninety-nine years from March 1, 1898; the annual rental being fixed at \$140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899) the Drummond County Railway from Chaudière to Ste. Rosalie, together with the branch from St. Leonard to Nicolet, was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

On October 1, 1904, the Canada Eastern Railway from Gibson to Loggieville, 123.67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's bridge and connected property, 1.33 mile, was surrendered to the govern-

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ment. The total mileage of the Intercolonial Railway system in operation on July 1, 1906, was 1,445.92 miles. During the nine months ended on March 31, 1907, there has been an addition to the mileage of 2.70 miles, the extension from Sydney to Sydney Mines, making the total mileage 1,448.62 miles on March 31, 1907. In addition, there are numerous spurs and sidings aggregating 366.46 miles, of which 14.10 miles were constructed during the nine months ended on that date.

The reports of the General Manager, the Chief Engineer, the Comptroller and Treasurer, and other officers of the railway will be found in the appendices hereto, Part II., and very full details are there supplied, which will be of interest.

CAPITAL ACCOUNT.

During the period of nine months ended on March 31, 1907, there was an addition to the capital account of \$1,506,248.26, less a refund of \$39 on account of the Rivière Ouelle Branch, or \$1,506,209.26, making the total expenditure chargeable to capital on the whole road as amalgamated under the Acts 54-55 Vic., chap. 50 (1891), and 62-63 Vic., chaps. 5 and 6 (1899), together with the acquired Canada Eastern Railway, up to March 31, 1907, \$82,744,937.89.

The capital additions during the nine months included (omitting cents), the following more important items : for rolling stock, \$343,676; additional sidings and spurs, \$32,433; increased accommodation at Halifax, \$260,124; at Truro, \$83,652; at Pictou, \$74,638; for the extension to Sydney Mines, \$22,195; for strengthening bridges, \$118,272; and for double-tracking parts of the line, \$50,751. The application of air-brakes to a further number of freight cars, and the substitution of M.C.B. couplers for the old draw-bar on such cars are amongst the various items of betterment.

REVENUE ACCOUNT.

Under the new account system adopted last year, by which the Intercolonial has been brought into conformity in that respect with the other leading roads of Canada and of the United States—to the great advantage of all concerned, and the better control of expenditures—the statements and classifications furnished by the Comptroller and Treasurer, which appear in the appendices hereto, will be found to furnish a class of information, in summarized form, of very interesting character, and not heretofore available.

The main heads under which expenditures on revenue account are grouped in these statements are the following :—Maintenance of way and structures (10 sub-heads), \$1,111,888.68; maintenance of equipment (9 sub-heads), \$1,180,521.16; conducting transportation (25 sub-heads), \$3,659,097.99, against which are certain items of payments for car service, hire of equipment, and rents for tracks, yards and terminals, aggregating \$173,873.16; making the net cost \$3,485,224.83; and general expenses (7 sub-heads), \$147,537.16, aggregating for the nine months ended on March 31, 1907, \$5,925,171.83, adding to which the sum of \$105,000, for rental of the leased line into Montreal, the total for the nine months ended on March 31, 1907, amounts to \$6,030,171.83. The usual comparisons with the expenditures of the previous year are necessarily omitted, in consequence of the change in system.

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Items of extraordinary expenditure aggregating \$216,364.64 were charged during the nine months to 'maintenance and operation.' The principal of these were the following: angle plates and bolts for 80-lb. rails, \$58,560; repairs to Lévis crib-work, \$5,604.95; repairs to Point du Chêne wharf, \$6,516.71; repairs to West River bridge, \$14,554.18; new station at Belmont, to replace one destroyed by fire, \$3,375; Grand Trunk joint section expenses, including arrears, \$19,667.32; two shunting engines, \$36,549.30; Exchequer Court judgment *re* fire claim of H. M. Price, \$55,856, and various legal expenses, aggregating \$9,289.40.

The gross earnings for the nine months aggregated \$6,248,311, leaving a balance of earnings in excess of expenditure of \$218,139.17.

The passenger earnings amounted to \$1,952,438.88, or 31.25 per cent of the gross earnings; the freight earnings to \$4,032,745, or 64.54 per cent of the gross; the mail and express to \$235,039.88, or 3.76 per cent of the gross, and the miscellaneous to \$28,087.24, or 0.45 per cent of the gross earnings.

The total engine mileage was 6,810,418 miles; the total train mileage 5,069,575 miles, and the total car mileage 61,236,603 miles.

The gross earnings per mile of railway (1,448.62 miles) were \$4,313.29; per engine mile 91.75 cents; per train mile \$1.23 and per car mile 10.20 cents.

The expenses per mile of railway were as follows:—'Maintenance of way and structures,' \$767.65; 'Maintenance of equipment,' \$814.93; 'Conducting transportation,' \$2,405.89; 'General expenses,' \$101.85; 'Rental of leased lines,' \$72.48.

The expenses per train mile under the above headings were as follows: 'Maintenance of way and structures,' 21.94 cents; 'Maintenance of equipment,' 23.29 cents; 'Conducting transportation,' 68.75 cents; 'General expenses,' 2.91 cents, and 'Rental of leased lines,' 2.07 cents, making a total of 118.96.

Amongst the 10 items of details of cost of 'Maintenance of way and works,' the most important are the following per train mile:—Repairs of roadway, 14.29 cents; renewal of ties 2.92 cents; repairs and renewals of buildings and fixtures, 1.98 cents; and repairs and renewals of bridges and culverts, 1.24 cents.

Amongst the 9 items of details of cost of 'Maintenance of equipment,' per train mile are: 'Repairs and renewals of locomotives,' 9.39 cents; 'of passenger cars,' 3.29 cent; 'of freight cars,' 6.46 cents.

The 25 divisions of cost of conducting transportation include the following, per train mile: 'Engine and roundhouse men,' 11.92 cents; 'fuel for locomotives,' 22.55 cents; 'train service,' 9.94 cents; 'station service,' 8.39 cents; 'switchmen, flagmen and watchmen,' 3.28 cents; 'loss and damage,' 1.66 cents; 'injuries to persons,' .05 cent; 'advertising,' .62 cent.

Under the head of 'General Expenses,' 7 divisions, the cost, per train mile was: for 'Salaries of general officers,' .22 cent; 'Salaries of clerks and attendants,' 1.15 cent; 'General office expenses and supplies,' .30 cent; 'law expenses,' .32 cent.

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The proportion of the gross earnings expended on the several main groups of expenditure, respectively, was as follows:—Maintenance of way and structures, \$17.80 per cent; of maintenance of equipment \$18.89 per cent; conducting transportation, \$55.78 per cent; general expenses, \$2.36, and rental of leased line \$1.68 per cent; making a total of \$96.51 per cent, the balance, \$3.49 per cent being profit.

The following was the position of the rolling stock of the railway on March 31, 1907 :—Total locomotives, 370; total cars, 11,385; comprising sleeping cars, first-class, 41; second-class, 40; parlour cars, 9; dining cars, 9; passenger cars, first-class, 137; second-class, 97; postal and smoking cars, 36; express and baggage cars, 60; air-brake and instruction car, 1; box cars, 5,996; refrigerator cars, 109; platform cars, 2,780; pulpwood cars, 50; oil tank cars, 25; hopper cars, 1,114; gondola coal cars, 17; coal cars (20-ton capacity), 471; stock cars, 123; auxiliary and tool cars, 21; convertible dump cars, 130; and vans, 119. In addition, there were 53 snow-ploughs, 20 wing ploughs, 25 flangers, 2 rotary steam ploughs, 2 double-track ploughs, 8 steam cranes and 2 ballast plough cars.

Eight locomotives were condemned during the nine months; 23 were purchased on capital account, and 2 from revenue.

The total number of locomotives—as was explained in some detail in my report last year—included a number no longer suitable to the heavy traffic requirements of the present day. In my next report, I propose to show the tractive power of the old stock and that of the new. It may be accepted as a fundamental principle that it is the duty of the railway to keep up, out of its earnings, the tractive power originally supplied from capital; but it does not necessarily follow that the actual number of engines should be so maintained. It is the capacity for hauling that governs, not the mere numerical equivalent. The same remark applies, in its essence, to the car stock. It is the capacity of the car—so greatly increased in the present day—that is the index to the potential ability of the railway to meet the requirements of traffic.

The value of stores on hand on March 31, 1907, including fuel, roadway and bridge material and miscellaneous stores was \$1,341,996.90.

GENERAL OBSERVATIONS.

The following details, showing the principal items of the traffic of the railway during the nine months ended on March 31, 1907, will be found of interest.

[The number of passengers carried was 2,044,847, of which number 191,721 were through passengers. The freight traffic aggregated 2,606,073 tons. The local freight amounted to 1,996,869 tons, and the through freight to 609,204 tons.

The following shows the principal goods carried and their quantities :—

Of flour, 1,531,140 barrels; of grain, 2,231,864 bushels; of lumber, 452,602,703 superficial feet; of live stock, 97,381 head; of coal, 635,480 tons; of manufactured goods, 658,850 tons; of firewood, 67,563 tons, of other articles, 398,348 tons.

Details of works executed, and financial and other statements from the officers of the road will be found in the appendices, Part II.

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The work of rebuilding the railway workshops at Moncton, destroyed by fire on February 24, 1906, is making excellent progress, and, disastrous as the immediate effects of the fire were, it will be found on completion of the new buildings and of the new system of yard arrangement now contemplated that the final result will be greatly to the advantage of the railway, and will actually produce a saving of expenditure more than sufficient, within a reasonable time, to cover the cost now involved, apart from the greater facility for operation afforded. The buildings will be brought thoroughly up to date in all respects, and the machinery and fittings will be of the most satisfactory character; placing the railway in a position as regards this main point of its operations, equal to the most advanced roads on this continent.

It is desirable that I should draw attention to the fact that, last year and for several previous years, the Intercolonial railway has supplied special train service for the transport of European mails, and this without adequate compensation. It is true that the country at large reaps the advantage of this service, which, of course, would not have to be performed were it not for the requirements of the postal accommodation; the burden of the expense is, however, placed on the Intercolonial railway, the additional cost entailed, and which naturally figured in the total expenditure of the railway, amounting to about \$50,000 a year. Not only is the railway debited with this amount, but at the same time, it is debarred from placing a like sum to its credit for the service—thus making a total of \$100,000 a year as the actual loss in supplying the service and the loss of earnings fairly due for that service. I am strongly of the opinion that, at all events for the future, the Post Office Department should defray the cost, as an item which it would certainly have to meet were the Intercolonial a private instead of a national road.

The present position is an unfair one to the balance sheets both of the railway and of the Post Office Department.

WINDSOR BRANCH.

The road is 32 miles in length. It extends from Windsor Junction, on the Intercolonial railway, to Windsor.

The railway is operated by the Dominion Atlantic Railway Company, formerly the Windsor and Annapolis Railway Company. The company pay all charges in connection with the working of the traffic, two-thirds of the gross earnings being allowed them, the government taking the remaining one-third, and assuming all costs of maintenance of the road and works. This arrangement is carried out under an agreement dated December 13, 1892, which extends, for a further term of twenty-one years, arrangements similar to those made in 1871.

All charges for superintendence and supervision of maintenance of work are borne by the government; the duty of supervision is performed by the chief officers of the Intercolonial railway.

The gross earnings of the government (one-third of the gross receipts) for the nine months ended on March 31, 1907, the new closing date of the fiscal year, amounted to \$45,440.52. The expenses of maintenance amounted to \$15,425.32, leaving the net profit to the government \$30,015.20.

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All necessary repairs and renewals have been carried out, and the road is in good order.

PRINCE EDWARD ISLAND RAILWAY.

During the fiscal year 1905-06 the mileage of the railway was increased by the opening of the branch from Charlottetown to Murray Harbour, including the Vernon River Branch between Lake Verde and Vernon, in all 52·3 miles, making the total length of this railway system 261·3 miles, up to June 30, 1906. During the fiscal period of nine months up to March 31, 1907, the Montague Branch from Montague Junction to Montague, 6·2 miles, was opened for traffic, making the total mileage 267·5 miles.

CAPITAL ACCOUNT.

The total cost of the road and its equipment chargeable to capital account on March 31, 1907, was \$7,307,299.21, there having been an addition of \$91,710.52 during the previous nine months.

The chief item of this expenditure was the sum of \$70,316 for increased accommodation at Charlottetown.

REVENUE ACCOUNT.

For the nine months ended on March 31, 1907, the gross earnings amounted to \$215,434.97, and the working expenses to \$283,148.50. The expenditure was in excess of the earnings to the extent of \$67,713.53.

The number of passengers carried was 232,371, producing \$97,750.52. Of freight, 67,144 tons were carried, producing \$98,657.07. The earnings from mails and sundries amounted to \$19,027.38.

The engine mileage was 344,050 miles; the train mileage was 252,292 miles, and the car mileage 1,463,186 miles.

The working expenses per train mile were 112·23 cents, and per mile of railway \$1,060.48.

The receipts per mile of railway amounted to \$806.87.

The value of stores on hand on March 31, 1907, including fuel and steel rails, was \$66,801.31.

Details will be found in the appendices, Part II.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3 Ed. VII., chap. 58 (1903) amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members to be appointed by the Governor in Council; this Act was brought into force on February 1, 1904, by proclamation, on the authority of an Order in Council, dated January 18, 1904, which also appointed certain persons as commis-

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sioners. The office of the board is at Ottawa, though it is authorized to hold sessions in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement, dated July 29, 1903, ratified by the Dominion Act of that year, chap. 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chap. 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chap. 122, have agreed with His Majesty in respect of the construction of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean, at or near Port Simpson or some other port in British Columbia, as may be agreed upon. The railway is to be composed of two divisions, namely, the eastern division, between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and through the province of Manitoba to the city of Winnipeg, and the western division, between Winnipeg, or some point on the said eastern division, and the Pacific ocean. The eastern division is to be constructed by the government under four commissioners appointed by the Governor in Council, and thereafter leased to and maintained and operated by the company, who undertake to construct at their own cost and to maintain and operate the western division. The lease of the eastern division is to be for a period of 50 years, at a rental of three per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions are to be equipped by the company, the first equipment to be of a value not less than \$20,000,000.

By way of assistance to the company in the construction of the western division, it is provided that the government shall guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction, such amount not to exceed \$13,000 per mile in respect of the prairie section from Winnipeg to the eastern limit of the Rocky mountains (such limit to be established by the Chief Engineer of the company and the Chief Engineer of the government, as the result of actual surveys to be made).

The several expenditures to be made under these Acts and agreements are to be so made from appropriations by parliament for the purpose, and on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities are to be furnished monthly. The board are required to furnish annually a report to the Governor in Council, through the Minister of Railways and Canals, showing the receipts and expenditures of the year, and other information as to the railway, which report is to be submitted to parliament.

The Board of Commissioners was duly appointed by Order in Council, together with the necessary officers, and is established with its headquarters in the city of Ottawa.

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The report of the board for the fiscal period of nine months ended March 31, 1907, has been received, and will be laid before parliament in due course.

It may, however, be desirable to briefly summarize here the results of operations carried on.

The total expenditure by the board amounted for the fiscal period to \$5,537,867.50.

The previous expenditure amounted to \$2,609,627.13, making the total expenditure up to March 31, 1907, \$8,147,494.63.

From the report of the board it appears that the various surveys carried on have produced satisfactory results, and that the basal intention that the railway, throughout, should be so located as to afford grades of exceptional ease in operation not exceeding 0.40 per 100 against east bound and 0.60 per 100 against west bound traffic and curves of the greatest possible radius has been closely regarded, though the endeavour to meet this requirement has, of course, entailed much additional survey work.

Connected lines of survey have now been obtained for the entire distance between Moncton and Winnipeg.

Contracts for construction have been awarded for 852 miles. For fuller information see report of the Commissioners Transcontinental railway.

On the Western Division of the railway to be built by the Grand Trunk Pacific Railway Company, the report of the Government Chief Engineer, Mr. Collingwood Schreiber, C.M.G., dated May 15, 1907, shows the position to be as follows, up to March 31, 1907 :—

The surveys of the line have been completed and the plans and profiles of location have been approved by Orders in Council from a point about 32 miles west from Winnipeg to Edmonton. From Edmonton to a point 27 miles west of the Yellowhead Pass the location plans and profiles have been approved ; but may be revised as improvements develop. The balance of the line to Prince Rupert, the proposed terminus on the Pacific coast, has been located, and plans and profiles submitted ; but an improved revision was expected. The Chief Engineer states that a very good location has been made, only one grade exceeding four-tenths of one per cent ; the exception being a one per cent grade for a distance of about 20 miles. The work, for mountainous work, will not be heavy, except for the distance of about 170 miles east from Prince Rupert, where it will be almost entirely very heavy rock excavation.

The construction work under contract and progress is from Portage la Prairie, 275 miles westward, on which about 75 per cent of the grading was done, and about 60 per cent of the culverts, bridges, &c. ; a further distance of 141 miles to a point a short distance west of the crossing of the South Saskatchewan river, on which 48 per cent of the grading and about 38 per cent of the entire work was done. For a further distance of about 316 miles to Edmonton about 25 per cent of the grading was done. The bridges over the River Assiniboine, the south and north Saskatchewan rivers,

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and the Battle river are under contract. The severity of the last winter has greatly interfered with the work of construction. With regard to track laying the Chief Engineer reports that though steel rails of 80 lbs. to the yard have been delivered for the whole distance, from Winnipeg to Edmonton, 800 miles, the shortage of ties has delayed tracklaying; only 36 miles of track being laid up to March 31, 1907. About 36 miles of telegraph had been erected. This report of Mr. Schreiber will be found in the appendices.

RAILWAY SUBSIDIES.

The following pages show, in alphabetical sequence, the position of those companies whose dealings with the government in respect of subsidies are not yet closed. Reports of previous years give information as to companies whose subsidies have been fully earned and paid prior to July 1, 1906.

A tabulated statement of payments will be found in Part I., and a list of subsidy agreements entered into during the fiscal year in Part IV.

The several subsidy Acts passed in each year from 1882 will be found in Part III. No subsidies were authorized in the session of 1895, 1896, 1898, 1902 and 1905.

Information has been brought down to the end of the fiscal period 1906-07, March 31, 1907.

SUBSIDY CONTRACTS ENTERED INTO DURING 1906-07, TO MARCH 31, 1907.

Bay of Quinté Railway Company.—From Tweed to Bannockburn, 20 miles; contract dated October 31, 1906.

Halifax and South-Western Railway Company.—From a point near Halifax to a point at or near Barrington Passage, 185 miles contract, dated October 8, 1906.

Napierville Junction Railway Company.—From St. Constant to a point at or near the international boundary on the Delaware and Hudson railroad, 28 miles; contract dated October 10, 1906.

Quebec Central Railway Company.—From St. Francis to St. George, 9 miles; contract dated January 28, 1907.

Quebec and Lake St. John Railway Company.—From Roberval to the Government wharf at Lake St. John, 1 mile; contract dated November 24, 1906.

York and Carleton Railway Company.—From its present terminus westerly, 5 miles; contract dated August 20, 1906.

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SUBSIDIES PAID DURING FISCAL YEAR ENDED MARCH 31, 1907.

Atlantic and North-west Railway..	\$ 186,600 00
Bay of Quinté Railway....	72,602 45
Brockville, Westport and Sault Ste. Marie Railway ..	35,600 00
Canadian Pacific Railway (Staynerville Branch)	9,600 00
Chateauguay and Northern Railway, 36·51 miles.. ..	84,224 75
Halifax and South-Western Railway..	268,107 20
International Railway Company of New Brunswick (formerly Restigouche and Western Railway).. ..	51,200 00
James Bay Railway....	420,608 00
Klondike Mines Railway....	96,000 00
Middleton and Victoria Beach Ry., 39·30 miles.. ..	27,667 20
Midland Railway Company, Limited..	4,967 70
Quebec and Lake St. John Ry., 35 miles.....	\$64,512
1 mile.....	3,200
	67,712 00
	<hr/>
	\$1,324,889 30
	<hr/>

Less refunds in connection with subsidy payments to Atlantic and Lake Superior Railway Company :—

On account of duplicate claims....	\$ 283 02
On account of claims not paid (cheques re- turned)..	1,238 80
	1,521 82
	<hr/>
	\$1,323,367 48
	<hr/>

GOVERNMENT ACTION AS TO SUBSIDIZED RAILWAYS.

(The numbers within brackets after title of the company refer to the lists of railways for which subsidies have been authorized by Parliament year by year, from the commencement of the system of railway subsidies in 1882, in the appendices hereto.)

With regard to the several lines of railway subsidized by the Dominion, the following represents the action taken and the progress made, in so far as the Dominion government is concerned; only those lines and companies being mentioned as to which definite steps, other than merely preliminary, have been taken towards securing the subsidy.

It has to be noted that by the Act 6 Edward VII., chap. 12 (1906), the termination of the fiscal year has been changed from June 30 to March 31 in each year, such change taking effect on and after July 1, 1906, except that the fiscal period 1906-07 shall consist of nine months only, beginning on the said July 1, 1906, and ending on March 31, 1907.

SESSIONAL PAPER No. 20

The following shows the aggregate of the payments made on subsidy accounts :—

For the fiscal year 1883-84, ended on June 30, 1884..	\$ 208,000 00
“ 1884-85 “ 1885..	403,245 00
“ 1885-86 “ 1886..	2,171,249 00
“ 1886-87 “ 1887..	1,406,533 00
“ 1887-88 “ 1888..	1,027,041 92
“ 1888-89 “ 1889..	846,721 83
“ 1889-90 “ 1890..	1,678,195 72*
“ 1890-91 “ 1891..	1,265,705 87*
“ 1891-92 “ 1892..	1,248,215 93*
“ 1892-93 “ 1893..	811,394 07*
“ 1893-94 “ 1894..	1,229,885 10*
“ 1894-95 “ 1895..	1,310,549 10*
“ 1895-96 “ 1896..	834,745 49*
“ 1896-97 “ 1897..	416,955 30*
“ 1897-98 “ 1898..	1,414,934 78*
“ 1898-99 “ 1899..	3,201,220 05*
“ 1899-1900 “ 1900..	725,720 35*
“ 1900-01 “ 1901..	2,512,328 86*
“ 1901-02 “ 1902..	2,093,939 00*
“ 1902-03 “ 1903..	1,463,222 34*
“ 1903-04 “ 1904..	2,046,878 45*
“ 1904-05 “ 1905..	1,275,629 53*
“ 1905 06 “ 1906..	1,637,574 37*
“ 1906-07 ended on Mar. 31, 1907..	1,323,367 48*

\$32,553,252 54

To the above there have to be added the following exceptional subsidies :—

The Canada Central Railway, paid between 1878-83..	\$ 1,525,250 00
The Canada Pacific Railway extension from St. Martin's Junction to Quebec, paid in 1885..	1,500,000 00

Total subsidies paid from 'Consolidated Fund' up to June 30, 1906....	\$35,578,502 54
The main line subsidy to the Canadian Pacific Rail- way was paid from 'Capital,' amounting to..	25,000,000 00

Total paid as subsidies.. \$60,578,502 54

The above does not include the amount \$2,394,000, due to the province of Quebec for the railway between Ottawa and Quebec, which amount has been transferred to

* In these amounts the subsidy of \$186,600 a year payable to the Atlantic and North-west Railway Company, for 20 years from July 1, 1889 is included. Payment is made by the Finance Department.

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the public debt, and on which interest at 5 per cent was paid, amounting to \$119,700 a year, under the Act of 1884, chap. 8, up to 1905, and at 4½ per cent, amounting to \$107,730 a year, since and including that year.

NOTE.—The names, locations and mileage of the several railways of the Dominion, together with those of the branch lines composing their systems will be found in the 'Railway Statistics,' now issued as a separate report.

ALBERTA SOUTHERN RAILWAY COMPANY.

(See Annual Report of 1891-92.)

ALGOMA CENTRAL AND HUDSON BAY RAILWAY COMPANY

(See Annual Report of 1905-06.)

ATLANTIC AND LAKE SUPERIOR RAILWAY COMPANY.

(See Annual Report of 1905-06.)

ATLANTIC AND NORTH-WEST RAILWAY COMPANY.

(Leased to the Canadian Pacific Railway Company.)

(See Annual Report of 1889-1890.)

The full history of this subsidy was shown in the annual report for 1889-90. The company receives an annual subsidy of \$186,600 for 20 years. The first payment having been made in 1889-90. The total paid up to March 31, 1907, is \$3,358,800. Payment is made by the Department of Finance direct.

ATLANTIC, QUEBEC AND WESTERN RAILWAY COMPANY.

(See No. 595.)

This company was incorporated by the Act of Quebec, 1 Ed. VII., (1901), chap. 63, with powers to construct a railway from Gaspé Basin to some point north of Causapscau, but not beyond Sayabec, in the county of Matane. Other powers were granted of a general commercial character.

By the Dominion Act, 3 Ed. VII., chap. 81 (1903), the above company was declared to be for the general advantage of Canada, and authority was granted to them, in addition to that conferred by their Act of incorporation, to construct a railway from a point north of Causapscau on the Intercolonial Railway, to a point at or near Edmundston, N.B.

By the Dominion Subsidy Act, 3 Ed. VII. (1903), chap. 57, item 51, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a railway from Gaspé to a point at or near Causapscau on the Intercolonial Railway, and from that point to Edmundston, not exceeding 260 miles; and for a railway from Paspébiac to Gaspé, not exceeding 102 miles.

SESSIONAL PAPER No. 20

The company having applied for the subsidy granted for the line from Paspébiac to Gaspé, a contract was entered into with them, accordingly, on February 25, 1905, under authority of order in council, dated January 28, 1905.

No payments have been made up to March 31, 1907.

BAIE DES CHALEURS RAILWAY COMPANY.

(See Annual Report of 1895-96.)

(See also Atlantic and Lake Superior Railway Company.

THE BAY OF QUINTÉ RAILWAY COMPANY.

(See Nos. 434, 581 and 661.)

This company was incorporated by the Dominion Act of 1881, chap. 46, under the name 'The Bay of Quinté Railway and Navigation Company,' with powers to construct a line of railway from Mill Point, county of Hastings, on the Bay of Quinté, to a point of junction with the Grand Trunk Railway.

By the Act of 1896 it was empowered to amalgamate with the Kingston, Napanee and Western Railway Company (formerly the Napanee, Tamworth and Quebec Railway Company), under the name of the Bay of Quinté Railway Company. Its powers were extended to cover the construction of branch lines, not exceeding 20 miles in length, each to connect with mines and mineral lands, and by the Act of 1900, chap. 50, extensive powers were conferred for development of electrical power, and for mining and timber industries. Their powers of construction were extended to June 14, 1905.

By the Subsidy Act of 1899, chap. 7, item 20, as amended by clause 9 of the Subsidy Act of 1900, chap. 8, the grant of aid was authorized to the extent of \$3,200 per mile for 10 miles, for extensions, branches and additions to connect their lines of railway or to connect the said lines or connecting lines with iron or other mines or mineral or wood lands in certain counties named. This was in lieu of part of the balance of subsidy granted to the Kingston, Napanee and Western Railway in 1892.

Under date of December 30, 1902, a subsidy contract was entered into with them accordingly.

By the Subsidy Act of 1899, chap. 7, item 45, the grant of aid to the extent of \$3,200 per mile with an addition of 50 per cent on average expenditure in excess of \$15,000 per mile, the whole not exceeding \$6,400 per mile, was authorized for an extension not exceeding 2 miles, of the company's line, westerly, from a point at or near Richmond Boundary Road, near Deseronto, and also for an extension from the end of the said two miles, northerly, for a distance not exceeding 3 miles.

Under date of December 30, 1903, a separate contract was entered into with the company for each of these two sections.

During the fiscal year 1902-03 payment was made of \$19,200 for the six miles between Deseronto and Napanee, under the subsidy granted by item 20 of the Act of 1899.

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By the Subsidy Act of 1903, chap. 57, item 37, the grant of aid to the extent of \$3,200 per mile with an addition of 50 per cent on the average expenditure in excess of \$15,000 per mile, the whole not exceeding \$6,400 per mile, was authorized for further extension of the company's line of railway, from the northern terminus thereof, commencing from a point at or near Actinolite, thence in a north-westerly direction via the villages of Queensborough and Bannockburn, to a point in the township of Marmora or Lake in Hastings county, not exceeding 20 miles in all.

Under date of January 23, 1904, a subsidy contract was entered into with the company for the construction of this extension.

By the Railway Subsidy Act, 6 Edward VII. (1906), chap. 43, item 23, the subsidy granted by chap. 7 of 1899, section 2, item 45, in part, and the subsidy granted by chapter 57 of 1903, section 2, item 37, 20 miles of railway, were revoked.

The company were admitted to contract on October 8, 1906, under authority of an order in council, dated September 21, 1906, the time for completion being fixed as by August 1, 1907.

This extension of the railway is completed, and during the nine months between June 30, 1906, and March 31, 1907, the subsidy, \$72,602.45, has been paid.

The total payments to this company on subsidy account amounted to \$69,120, up to June 30, 1904; but there had been previously paid to the Kingston, Napanee and Western Railway Company a total of \$208,732.80.

BEAUHARNOIS JUNCTION RAILWAY COMPANY.

(Operated by New York Central Railroad.)

(See Annual Report of 1895-96.)

BEERSVILLE COAL AND RAILWAY COMPANY.

(See Annual Report of 1905-06.)

BELLEVILLE AND NORTH HASTINGS RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(See Annual Report of 1888-89.)

BOSTON AND NOVA SCOTIA COAL COMPANY.

(See Inverness and Richmond Railway Company.)

(See Annual Report of 1895-96.)

BRACEBRIDGE AND TRADING LAKE RAILWAY COMPANY.

(See Annual Report of 1905-06.)

BROCKVILLE, WESTPORT AND SAULT STE. MARIE RAILWAY COMPANY.

(See No. 670.)

The history of this railway was given in the annual report for 1896-97, with a statement of the subsidies paid up to the close of the year 1891-92.

SESSIONAL PAPER No. 20

By the Railway Subsidy Act, 6 Edward VII. (1906), chap. 43, item 32, the balance remaining unpaid of the subsidy granted by chapter 3 of 1889, not exceeding \$3,200 per mile, and also the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, which was regranted by chapter 5 of 1892; the whole not exceeding \$86,800, being a revote of the subsidy granted by chap. 4 of 1894, and that the said subsidy or so much thereof as has heretofore been agreed upon by the terms of an agreement filed in the Department of Railways and Canals between said Brockville, Westport and Sault Ste. Marie Railway Company and the creditors of said railway company, to be paid over to the said creditors or the legal representatives of said creditors as mentioned in said agreement.

By an order in council, dated December 8, 1906, authority was given for payment to the creditors of the company, through commissioners therein named, the said balances of subsidy.

During the nine months between June 30, 1906, and March 31, 1907, the balance of subsidy due, \$35,600, has been paid, making the total payments to the company up to March 31, 1907, \$140,800.

BRANTFORD, WATERLOO AND LAKE ERIE RAILWAY COMPANY.

(Now part of Toronto, Hamilton and Buffalo Railway.)

(See Annual Report of 1895-96.)

BRUCE MINES AND ALGOMA RAILWAY COMPANY.

(See Annual Report of 1904-05.)

BUCTOUCHE AND MONCTON RAILWAY COMPANY.

(See Annual Report of 1893-94.)

CALGARY AND EDMONTON RAILWAY COMPANY.

(See Annual Report for 1890.)

(Leased to Canadian Pacific Railway.)

CANADA ATLANTIC RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(See Annual Report of 1888-89; also see under head of Ottawa, Arnprior and Parry Sound Railway Company.)

CANADA EASTERN RAILWAY COMPANY (FORMERLY NORTHERN AND WESTERN RAILWAY COMPANY OF NEW BRUNSWICK, NOW PART OF THE INTERCOLONIAL SYSTEM.)

(See the Annual Reports for the years 1894-95 and 1899-1900.)

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CANADIAN BRIDGE COMPANY.

(See South Shore Railway Company, Quebec.)

CANADIAN NORTHERN RAILWAY COMPANY.

(See Nos. 446,493.)

By the Dominion Act 62-63 Vic., chap. 57 (1889), authority was granted for the amalgamation of the Winnipeg Great Northern Railway Company (formerly the Winnipeg and Hudson's Bay Railway and Steamship Company, the name of which was by the Act of 1887, chap. 81, changed to the Winnipeg and Hudson's Bay Railway Company), and the Lake Manitoba Railway and Canal Company, under the name of the Canadian Northern Railway Company, and the agreement for such amalgamation was confirmed; authority also was given for the construction of a railway from Prince Albert to Edmonton, also a branch from a point on that line to the Peace river, together with certain other branch lines.

The Dominion Act 1 Ed. VII., chap. 52 (1901), confirmed certain agreements for amalgamation of the Manitoba and South-Eastern Railway Company and the Ontario and Rainy River Railway Company with the above company; it also granted authority to construct certain lines of railway described.

By the Dominion Act 1 Ed. VII., chap. 53 (1901), authority was granted to the above company, to lease, with the option of purchase the Northern Pacific and Manitoba Railway, the Winnipeg Transfer Railway Company, Limited, the Portage and North-Western Railway Company, and the Waskada and North-Eastern Railway Company.

By the Dominion Subsidy Act 62-63 Vic. (1889), chap. 7, item 32, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for 100 miles of railway from a point on the Winnipeg Great Northern Railway north of Swan river to Prince Albert, N.W.T.

By the Dominion Subsidy Act 63-64 Vic. (1900), chap. 8, item 18, the grant of a similar subsidy for 100 miles of railway in further extension of the company's line from north of Swan river towards Prince Albert, was authorized.

The company having applied, they were admitted to contract under both subsidies, the two agreements being dated December 7, 1903.

The payments made to this company under the aforesaid agreements aggregate the following amounts :—

For the Ontario and Rainy River Railway (see the Annual Report for 1902-03), \$1,534,976, all paid prior to June 30, 1903.

For the Prince Albert Branch, \$374,156.

The total of the above payments amounts to \$1,909,132, up to June 30, 1904.

SESSIONAL PAPER No. 20

By the Special Act 3 Ed. VII., chap. 7 (1903), assistance was granted for the extension of the company's railway for 620 miles from Grandview, the terminus of their Gilbert Plains branch to Edmonton, and for a distance of 100 miles east of Prince Albert to Prince Albert, by guaranteeing the principal and interest at 3 per cent per annum of first mortgage bonds and other securities to the extent of \$13,000 a mile, the principal to be payable in 50 years from the passage of the Act.

Under date July 29, 1903, a trust mortgage between the Canadian Northern Railway Company, the British Empire Trust Company, Limited, the National Trust Company, Limited, and His Majesty, was executed in pursuance of the provisions of the said Act, the security to be held by the trustees to be a charge on the two lines of railway thereunder to be constructed, with their equipment, buildings and appurtenances, on the balance of the Prince Albert Branch east of Erwood, and on the company's already constructed and operated lines from Port Arthur westwards as enumerated in a schedule attached, with their buildings, equipment and appurtenances.

Under the same date, July 29, 1903, an agreement was made with the company for the construction of the said two lines of railway, accordingly, the line from Grandview to Edmonton to be completed by October 1, 1905, and the 100 miles east from Prince Albert by the same date. By an Order in Council of November 3, 1905, the time for completion was extended to October 1, 1906.

Under the authority of orders in council, passed after inspections of the roads in question, payments were made under the said guarantee agreement from the proceeds of the securities deposited with the Receiver General, for that purpose. Such payments, the last of which was made on September 5, 1905, amounting in all to \$8,523,597.43, being the balance of the securities in question, which were thereupon exhausted. The two railways were constructed and open for traffic towards the end of the year 1906.

For certain portions of the company's lines, under the aforesaid amalgamations, land grants have been authorized (see Winnipeg Great Northern Railway Company and Manitoba and South-Eastern Railway Company in annual report for 1895-96.) These matters are dealt with by the Department of the Interior.

The company further, by virtue of this amalgamation, have an agreement with the government for the transport of men, supplies, materials and mails for 20 years over the portion of their line from Gladstone to a point half way to the River Saskatchewan.

CANADIAN PACIFIC RAILWAY COMPANY.

(Revelstoke to Arrow Lake.)

(See Annual Report for 1896-97.)

CANADIAN PACIFIC RAILWAY COMPANY.

(Pipestone Branch—Antler Station to Moose Mountain.)

(See Annual Report for 1901-02.)

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CANADIAN PACIFIC RAILWAY COMPANY.

(Crow's Nest Pass Railway.)

(See Annual Report for 1902-03.)

CANADIAN PACIFIC RAILWAY COMPANY.

(Waskada Branch.)

(See Annual Report of 1905-06.)

CANADIAN PACIFIC RAILWAY COMPANY.

(Pheasant Hills Branch.)

(See No. 616.)

By the Subsidy Act of 1903, Ed. VII., chap. 57, item 72, the grant of a subsidy of \$3,200 a mile with an addition of 50 per cent on cost in excess of \$15,000 a mile, but not exceeding in all \$6,400 a mile, was authorized for a railway from a point on the main line of the Canadian Pacific Railway between Moosomin and Elkhorn, north-westerly to a point in the neighbourhood of the Pheasant Hills, not exceeding 136 miles.

The company having applied, a contract was entered into with them on January 14, 1904, under authority of orders in council of November 17, 1903, and January 12, 1904.

During the fiscal year, 1905, subsidy was paid for this work to the extent of \$56,576, making the total payments up to June 30, 1905, \$435,200.

No further payments have been made up to March 31, 1907.

CANADIAN PACIFIC RAILWAY COMPANY.

(Dyment Branch.)

(See Annual Report for 1902-03.)

CANADIAN PACIFIC RAILWAY COMPANY.

(See No. 593 and 630.)

By the Railway Subsidy Act 3 Ed. VII. (1903), chap. 57, section 2, item 49, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, but not exceeding in all \$6,400 a mile, was authorized for a branch line of railway from a point at or near the intersection of the Canadian Pacific Railway and the Great Northern Railway between St. Philippe d'Argenteuil and Lachute, thence in a northerly direction, passing through the village of Brownsburg, not exceeding three miles.

By the Railway Subsidy Act, 4 Ed. VII. (1904), chap. 34, item 4, the subsidy granted by chap. 57 of 1903, section 2, item 49, 3 miles of railway, was revoked.

SESSIONAL PAPER No. 20

This company having applied for the said subsidy, a contract was entered into with them for the work on March 20, 1906, under authority of orders in council, dated November 8, 1905, and February 19, 1906.

During the nine months between June 30, 1906, and March 31, 1907, payment has been made to the extent of \$9,600, the total amount to the latter date.

CANADIAN PACIFIC RAILWAY COMPANY.

(West Selkirk--Lake Winnipeg Branch.)

(See Annual Report for 1902-03.)

CAP DE LA MADELEINE RAILWAY COMPANY.

(Leased to Canadian Pacific Railway.)

(See Annual Report of 1896-97.)

CAPE BRETON RAILWAY EXTENSION COMPANY, LIMITED.

(See Annual Reports of 1895-96 and 1905-06.)

CENTRAL COUNTIES RAILWAY COMPANY.

(See Annual Report of 1905-06.)

CENTRAL ONTARIO RAILWAY COMPANY.

(See Annual Report for 1900-01.)

(See No. 547.)

The history of this railway was given in the annual report for 1900-01, with a statement of the subsidies paid for the then completed line of railway.

By the Railway Subsidy Act, 3 Ed. VII. (1903), chap. 57, section 2, item 4, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for a further extension of the company's railway from a point at or near Bancroft to a point on the Canada Atlantic Railway at or near Whitney, not exceeding 40 miles, in lieu of subsidies granted by item 5 of section 2 of chapter 8 of 1900, and item 16 of section 2 of chapter 7 of 1901, respectively.

The company having applied for this subsidy a contract was entered into with them accordingly on September 6, 1905, under authority of an order in council, dated July 22, 1905; the road to be completed by August 1, 1907.

No payments have been made up to March 31, 1907.

CENTRAL RAILWAY RAILWAY COMPANY OF NEW BRUNSWICK.

(See Annual Report for 1902-03.)

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CHATEAUGUAY AND NORTHERN RAILWAY RAILWAY COMPANY.

(See Nos 507, 508, 509, 599 and 631.)

This company was incorporated by the Quebec Act of 1895 (1), chap. 64, its powers of construction being modified by the Act, chap. 75 of 1896.

By the Dominion Subsidy Act of 1900, 63-64 Vic., chap. 8, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for 42 miles of a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway in or near the town of Joliette, with a spur into the town.

The company were admitted to contract for this work on January 19, 1901.

On the same date they were admitted to contract for two other works, specially subsidized by the same Act, viz., for a railway, vehicular, and foot-passenger bridge from Bout de L'Île to Charlemagne, at the junction of the Rivers Ottawa and St. Lawrence, \$150,000, and for a bridge across the Lac Ouareau river, \$15,000. No portion of these three subsidies has been paid up to June 30, 1903.

By the Dominion Subsidy Act of 1903, chap. 57, item 55, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for 16 miles of a railway from a point on its main line at or near L'Épiphanie, via the parish of St. Jacques de l'Achigan to the village of Rawdon.

The company were admitted to contract for this work on December 12, 1903.

By the Dominion Subsidy Act of 1903, chap. 57, sec. 3, subsec. 4, a subsidy was authorized for the Bout de L'Île bridge of \$50,000, in addition to that granted by item 33 of section 2, of chap. 8, of 1900.

The total of the payments made to the company up to June 30, 1904, amounted to \$151,595, including \$99,000 for bridges.

By the Railway Subsidy Act, 4 Edw. VII. (1904), chap. 24, section 3, the balance remaining unpaid of the subsidy granted by item 33 of section 2 of chapter 8 of 1900, for a single-track standard railway bridge, with two roadways 10 feet wide for free vehicular traffic, the same as upon a public highway, from Bout de L'Île to Charlemagne at the junction of the Ottawa and St. Lawrence rivers, a sum not exceeding \$51,000 was authorized.

The company were admitted to contract for this work on November 12, 1904, under authority of an order in council dated September 26, 1904.

The two bridges, subsidized as above, are completed, and during the past fiscal year the full amount of the subsidies, \$116,000, has been paid, making the total payments for these works \$215,000.

By the Railway Subsidy Act, 4 Edw. VII. (1904), chap. 34, section 2, item 5, the subsidy granted by chapter 8 of 1900, section 2, item 32, 42 miles of railway, was revoked.

SESSIONAL PAPER No. 20

The company having applied for this subsidy, a contract was entered into with them, accordingly, on June 26, 1906, under authority of an order in council dated February 16, 1906.

During the nine months between June 30, 1906, and March 31, 1907, payments have been made to the extent of \$84,224.75, making the total payments up to the latter date, exclusive of bridges, \$136,819.75.

CHATHAM BRANCH RAILWAY COMPANY.

(Now part of Intercolonial Railway.)

(See Annual Report of 1893-94.)

CHIGNECTO MARINE TRANSPORT COMPANY.

(See Annual Report for 1894-96.)

COAST RAILWAY COMPANY OF NOVA SCOTIA.

(Name changed to Halifax and Yarmouth Railway Company by Nova Scotia Statute of 1899, chap. 128.)

(See Annual Report of 1904-05.)

COMPAGNIE DU CHEMIN DE FER DE COLONIZATION DU NORD.

(See Annual Report of 1905-06.)

COBOURG, NORTHUMBERLAND AND PACIFIC RAILWAY COMPANY.

(See Annual Report for 1900-01.)

COLUMBIA AND KOOTENAY RAILWAY AND NAVIGATION COMPANY.

(Leased to the Canadian Pacific Railway Company.)

(See Annual Report for 1891-92.)

CORNWALLIS VALLEY RAILWAY COMPANY.

(Now part of Dominion Atlantic Railway.)

(See Annual Report for 1891-92.)

CUMBERLAND RAILWAY AND COAL COMPANY.

(See Annual Report for 1894-95.)

DOMINION ATLANTIC RAILWAY COMPANY.

(See Western Counties Railway Company.)

DOMINION EASTERN RAILWAY COMPANY.

(See Annual Report for 1900-01.)

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DOMINION LIME COMPANY.

(Now part of Hereford Railway.)

(See Annual Report for 1888-89.)

DOMINION COAL COMPANY.

(Now Sydney and Louisburg Railway.)

(See Annual Report for 1895-96.)

DRUMMOND COUNTY RAILWAY COMPANY.

(Now part of Intercolonial Railway.)

(See Annual Report of 1900-01.)

EAST RICHELIEU VALLEY RAILWAY COMPANY.

(Now part of Quebec Southern Railway.)

(See Annual Report of 1888-89.)

EDMONTON, YUKON AND PACIFIC RAILWAY COMPANY.

(See Nos. 455, 572.)

This company was incorporated by the Dominion Act of 1896, 59 Vic., chap. 71, under the name of the Edmonton District Railway, with powers to construct and operate a railway from some point within the town of Edmonton to a point in South Edmonton on the Calgary and Edmonton Railway and to connect therewith; also from some point within the town of Edmonton, via the village of St. Albert, to a point on the Athabaska river, at or near Fort Assiniboine, with a branch to Stony Plains; also from some point within the town of Edmonton to a point at or near Fort Saskatchewan, together with a branch to a point on Sturgeon river. Other powers were granted of a general commercial character.

By the Dominion Act of 1898, 61 Vic., chap. 63, the company was empowered to extend their line of railway from the Athabaska to the navigable waters of Pelly river.

By the Dominion Act of 1889, 62-63 Vic., chap. 64, the name of the company was changed to the above, with powers to extend the railway via the Yellow Head Pass or the Peace River Pass, to a point in British Columbia, or to connect with the railway which the British Pacific Railway Company is authorized to construct, and also to construct and operate a branch line to some point on the Yukon river.

By the Dominion Subsidy Act of 1903, 3 Edw. VII., chap. 57, item 28, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for 50 miles of a railway from the town of Strathcona to Edmonton, and thence westerly towards the Yellow Head Pass.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on June 24, 1904, the road to be completed by December, 1906.

No payments have been made up to March 31, 1907.

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ELGIN, PETITCODIAC AND HAVELOCK RAILWAY COMPANY.

(See Annual Reports for 1885-86 and 1890-91.)

ERIE AND HURON RAILWAY COMPANY.

(Now part of Lake Erie and Detroit River Railway.)

(See Annual Report for 1886-87.)

ESQUIMALT AND NANAIMO RAILWAY COMPANY.

(Now part of Canadian Pacific Railway System.)

(See Annual Report for 1886-87.)

FREDERICTON AND ST. MARY'S BRIDGE COMPANY.

(Now part of Intercolonial Railway.)

(See Annual Report of 1904-05.)

GRAND TRUNK, GEORGIAN BAY AND LAKE ERIE RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(See Annual Report for 1893-94.)

GRAND TRUNK RAILWAY COMPANY.

(See Annual Report of 1900-01.)

GREAT EASTERN RAILWAY COMPANY.

(See Annual Report for 1896-97.)

GREAT NORTHERN RAILWAY OF CANADA (FORMERLY THE GREAT NORTHERN RAILWAY COMPANY.)

(See Annual Report for 1902-03.)

GULF SHORE RAILWAY COMPANY OF NEW BRUNSWICK.

(See Annual Report for 1899-1900.)

GUELPH JUNCTION RAILWAY COMPANY.

(Leased to Canadian Pacific Railway.)

(See Annual Report of 1888-89.)

HALIFAX AND SOUTH-WESTERN RAILWAY COMPANY.

(See Nos. 567, 619 and 660.)

This company was declared to be incorporated under date of the 21st day of August A.D. 1901, by the Act of the province of Nova Scotia, 2 Edward VII., chap.

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1 (1902), for the construction and operation of a railway from a point on the Inter-colonial Railway at or near Halifax to Barrington Passage, and also from a junction with the Central Railway, at or near New Germany, to Caledonia Corners.

By the Dominion Subsidy Act of 1903, chap. 57, items 23 and 75, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for lines of railway (*a*) from a point at or near Halifax to a point on the Central Railway at or near Mahone Bay, 68 miles; (*b*) from a point on the Central Railway at or near Bridgewater towards Barrington Passage, 77 miles, and an addition to and continuation of the same, 35 miles; (*c*) from a point at or near New Germany on the Central Railway to a point at or near Caledonia, 22 miles; (*d*) and from a point at or near Caledonia to Liverpool, 29 miles.

The company was admitted to contract on November 9, 1903, under authority of an order in council dated November 4, 1903.

The total payments up to June 30, 1906, amounted to \$653,776.

By the Railway Subsidy Act, 6 Ed. VII. (1906), chap. 43, item 22, the subsidies granted by chapter 57 of 1903, item 23 (*a*) and (*b*), and item 75, respectively, 185 miles of railway, were revoked.

The company having applied for these subsidies, a contract was entered into with them, accordingly, on October 8, 1906, under authority of an order in council, dated September 21, 1906, the road to be completed by August 1, 1908.

During the nine months between June 30, 1906, and March 31, 1907, payments have been made to the extent of \$268,107.20, making the total payments up to March 31, 1907, \$921,883.20.

HALIFAX AND YARMOUTH RAILWAY COMPANY.

(Formerly the Coast Railway Company of Nova Scotia, which see.)

(Name changed by Nova Scotia Statute of 1899, Chap. 128.)

(See Annual Report for 1902-03.)

HARVEY BRANCH RAILWAY COMPANY.

(See Annual Report of 1889-90.)

HEREFORD RAILWAY COMPANY (FORMERLY HEREFORD BRANCH RAILWAY COMPANY).

(See Annual Report of 1891-92.)

INTERNATIONAL RAILWAY COMPANY.

(Now part of Canadian Pacific Railway System.)

(See Annual Reports of 1887-88 and 1889-90.)

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INTERNATIONAL RAILWAY COMPANY OF NEW BRUNSWICK.

(Formerly the Restigouche and Western Railway Company, which see.)

This company was incorporated by letters patent, dated May 19, 1903, in pursuance of the Act of the legislature of New Brunswick of that year, entitled 'An Act in aid of the construction of certain railways,' with powers to construct a line of railway commencing at the terminus of the first section of 10 miles of railway extending from Campbellton, N.B., westward, built for the Restigouche and Western Railway Company, to the St. John river at a point between Grand Falls and Edmundston, with power to acquire the said 10 miles already built, and to issue debentures on the said line of railway, including the first section of 10 miles, when acquired, to the extent of \$5,000 per mile; the capital stock to be \$600,000, with provision for increase to \$1,500,000.

By the Subsidy Act of 1903, chap, 57, item, 14, authority was given for the grant of a subsidy to the above company for a line of railway from the western end of the 10 miles of its railway already constructed from Campbellton towards a point on the St. John river between Grand Falls and Edmundston, not exceeding 67 miles, being in lieu of previous subsidies.

Under date of May, 13, 1905, a subsidy contract was entered into with the company accordingly, under the authority of an Order in Council of the 8th of that month.

During the nine months between June 30, 1906, and March 31, 1907, payments have been made to the extent of \$51,200, the total paid up to the latter date.

INVERNESS RAILWAY AND COAL COMPANY.

(Name changed from Inverness and Richmond Railway Company by the Act of the province of Nova Scotia, 2 Edward VII., chap. 162 of 1902.)

(See Annual Report of 1905-06.)

IRONDALE, BANCROFT AND OTTAWA RAILWAY COMPANY.

(See Annual Report for 1900-01.)

JAMES BAY RAILWAY COMPANY.

See No. 583.)

This company was incorporated by the Dominion Act of 1895, chap. 50, with powers for the construction of a line of railway from Parry Sound, in the province of Ontario, to French river, at or near Doke's Indian reserve, thence in a northerly direction to the easterly side of Lake Wahnapiatae, and thence to a point at or near the mouth of Moose river, on James Bay. Other powers of a general commercial character were granted.

By the Act of 1897, chap. 47, an extension of its line of railway was authorized from Parry Sound to the city of Toronto, in addition to the line of railway authorized by the Act incorporating the company. Powers were also given to acquire and utilize water and steam power for the purpose of generating electricity for lighting, heating

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and motor purposes in connection with its railway or any branch or part thereof, also to construct and operate telegraph and telephone lines along the whole length of the railway extension and branches. All the provisions of the Act incorporating the company as to the issue of bonds, debentures or other securities, and all the other powers of the company, shall apply to the extension and branch lines authorized.

By the Dominion Subsidy Act, 3 Edward VII. (1903), chap. 57, section 2, item 39, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for a line of railway from Toronto, via the east side of Lake Simcoe, to a point at, near, or beyond Sudbury, through Parry Sound, not exceeding 265 miles, in lieu of two subsidies granted by chapter 8 of 1900, for 35 and 20 miles, respectively, from Parry Sound towards James Bay.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on September 8, 1904, under authority of orders in council, dated December 24, 1903, and July 23, 1904.

A supplementary agreement was entered into with the company on March 27, 1906, under the retroactive Act, of 1904, chapter 33, and the order in council of February 16, 1906, fixing the maximum and minimum amounts payable.

Work has been done under this contract, during the nine months between June 30, 1906, and March 31, 1907, to the extent of 79 per cent of the total estimated, and, under authority of an order in council dated December 22, 1906, payment has been made to the extent of \$420,608, making the total payments up to March 31, 1907, \$1,071,872.

JOGGINS RAILWAY COMPANY.

(Now Canada Coals and Railway Company.)

(See Annual Report for 1891-92.)

KETTLE RIVER VALLEY RAILWAY COMPANY.

(See No. 611.)

This company was incorporated by the Dominion Act of 1901, chap. 68, with powers for the construction of a line of railway from a point on the international boundary line at or near Cascade city, British Columbia, thence running in a westerly direction, following the course of the Kettle river, to a point on the said international boundary line at or near Carson city, with a branch from a point at or near Grand Forks to a point 50 miles up the north fork of the Kettle river, following the valley of the same river; also with a branch from a point at or near Grand Forks, via Greenwood, to a point on the international boundary line at or near Midway. In addition, the company was authorized to form connections at the boundary line, at the said point, with a proposed railway to Republic in the State of Washington, and generally with the railway system of the United States.

By the Act of 1904, chap. 89, additional lines of railway were authorized. (a) From a point 50 miles up the north fork of the Kettle river, thence via Fire Valley

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to Vernon, thence westerly to a junction with the Nicola, Kamloops and Similkameen Coal and Railway Company at or near Quilchena. (b) From a point on the line so to be constructed at or near the junction of the east fork and west fork of the north fork of Kettle River to Franklin Camp, thence to Killarney by the most feasible route.

By the Dominion Subsidy Act, 3 Edw. VII. (1903), chap 57, section 2, item 67, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for a line of railway from Grand Forks to a point 50 miles up the north fork and west fork of the north fork of Kettle river, not exceeding 50 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on July 28, 1905, under authority of an order in council of the same date.

No payments have been made up to March 31, 1907.

KINGSTON, NAPANEE AND WESTERN RAILWAY COMPANY.

(Amalgamated with Bay of Quinté Railway Company.)

(See Napanee, Tamworth and Quebec Railway.)

KINGSTON AND PEMBROKE RAILWAY COMPANY.

(See Annual Report for 1884-85.)

KLONDIKE MINES RAILWAY COMPANY.

(See No. 615.)

This company was incorporated by the Dominion Act of 1899, chap. 72, with powers for the construction of a line of railway from Klondike City along the Klondike river to Bonanza Creek, and thence along the Yukon river to Dawson City, together with power to construct certain branch lines. Other powers of a general commercial character were granted.

By the Subsidy Act of 1903, chap. 57, section 2, item 71, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a railway from Dawson to Stewart river, not exceeding 84 miles.

The company having applied for this subsidy, a contract was entered into with them for the work on February 1, 1905, under authority of orders in council of May 7 and December 24, 1904, and January 7, 1905.

The time for completion of this railway has been extended to August 1, 1907. During the nine months between June 30, 1906, and March 31, 1907, payments have been made to the extent of \$96,000, the total paid up to the latter date.

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KOOTENAY AND ARROWHEAD RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report of 1905-06.)

KOOTENAY CENTRAL RAILWAY COMPANY.

(See No. 610.)

This company was incorporated by the Dominion Act of 1901, chap. 71, with powers for the construction of a line of railway. (a) From Fort Steele to Elko or some other convenient point on the Crow's Nest Railway between Elko and Wardner, thence on either the east or west side of the Wigwam river, or by the most convenient route, to the international boundary line. (b) From Fort Steele to Windermere, by either the east or west side of the Kootenay river, thence to the town of Golden on the main line of the Canadian Pacific Railway, and may build and operate such tramways in connection therewith, not exceeding in any one case ten miles in length, as are from time to time authorized by the Governor in Council. Other powers of a general commercial character were granted, including the acquisition and operation of smelters. By the Dominion Subsidy Act, 3 Edward VII. (1903), chap. 57, section 2, item 66, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a line of railway from Golden to the international boundary line, via Windermere and Fort Steele, and crossing the Crow's Nest Railway at or near Elko, not exceeding 186 miles.

The company having applied for this subsidy, a contract was entered into with them accordingly, on June 23, 1906, under authority of an order in council, dated May 14, 1906.

No payments have been made up to March 31, 1907.

LAKE ERIE AND DETROIT RIVER RAILWAY COMPANY.

Formerly 'the Lake Erie, Essex and Detroit Railway Company. Name changed by Dominion Act, 54-55, Vic., chap. 88 (1891).

(See Annual Report for 1901-02.)

L'ASSOMPTION RAILWAY COMPANY.

(See Annual Report of 1886-87.)

LEAMINGTON AND ST. CLAIR RAILWAY COMPANY.

(Amalgamated with Canada Southern Railway.)

(See Annual Report of 1888-89.)

LAKE TEMISCAMINGUE COLONIZATION RAILWAY COMPANY.

(Now part of Canadian Pacific Railway System.)

(See Annual Report 1896-97.)

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LAURENTIAN RAILWAY COMPANY.

(See St. Lawrence, Lower Laurentian and Saguenay Railway Company.)

LINDSAY, BOBCAYGEON AND PONTYPOOL RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report of 1904-05.)

LOTBINIÈRE AND MEGANTIC RAILWAY COMPANY.

(See Annual Report of 1896-7.)

MABOU AND GULF RAILWAY COMPANY, LIMITED.

(See No. 562.)

This company was incorporated by the Act of the province of Nova Scotia, 2 Edw. VII. (1902), chap. 134, with powers for the construction of a line of railway from the Mabou coal mines, in the county of Inverness, to a shipping point on Mabou Harbour, thence to connect with the Inverness and Richmond Railway, and also a branch connecting with the Intercolonial Railway at or near Orangedale; and a branch from a point on the Intercolonial Railway to a shipping pier on Caribou Cove or Inhabitants Bay. Other powers of a general commercial character were granted.

By the Dominion Railway Subsidy Act, 3 Edw. VII. (1903), chap. 57, section 2, item 18, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a line of railway from Mabou coal mines to a point at or near Glendyer, thence to Orangedale on the Intercolonial Railway, not exceeding 34 miles, a revote of the subsidy granted by chapter 4 of 1894, and in substitution of the 25 miles subsidized thereby from Orangedale to Broad Cove.

The company having applied for this subsidy, a contract was entered into with them, accordingly on July 5, 1905, under authority of an order in council, dated June 28, 1905.

No payments have been made to March 31, 1907.

MAGANETAWAN RIVER RAILWAY COMPANY.

(See Annual Report of 1905-06.)

MANITOULIN AND NORTH SHORE RAILWAY COMPANY.

(See Annual Report of 1905-06.)

MASSAWIPPI VALLEY RAILWAY COMPANY.

(See Annual Report for 1900-01.)

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MIDDLETON AND VICTORIA BEACH RAILWAY COMPANY.

(See Nos. 503, 536 and 566.)

This company was incorporated by the statute of Nova Scotia, 60 Vic., chap. 82 (1897), as 'The Granville and Victoria Beach Railway and Development Company,' with powers to build a line of railway from some point on the Dominion Atlantic Railway at or near Bridgetown, through Granville, to some point at or near Victoria Beach on the Annapolis Basin, with approved branches, &c. This Act was revived by the Act of 1889, chap. 129. It was further revived by the Act of 1901, chap. 160, and extended for six years; the name being changed to the 'Middleton and Victoria Beach Company.'

By the Railway Subsidy Act of Canada, 63-64 Vic., chap. 8, item 28, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for 30 miles of a railway from Bridgetown to Victoria Beach, Nova Scotia.

The above company having applied, they were admitted to contract for the work on May 5, 1902, under authority of an order in council of April 1, the railway to be completed by December 1, 1903.

By the Subsidy Act of 1901, chap. 7, item 21, a similar subsidy was authorized to be granted for an extension from Bridgetown to Middleton, not exceeding 11 miles, and the company having applied for it, a contract was made with them, accordingly, on May 5, 1902 under authority of an Order in Council of April 1, the work to be completed by December 1, 1903.

By the Subsidy Act of 1903, chap. 57, item 2, a similar subsidy was authorized for 41 miles of railway from Victoria Beach to Middleton, in lieu of subsidies granted by chap. 8 of 1900, and chap. 7 of 1901.

Application having been made, the company was admitted to contract for this work on December 28, 1903, the time for completion being fixed as by August 1, 1905.

During the nine months between June 30, 1906, and March 31, 1907, payments have been made to the extent of \$27,667.20, making the total payments up to March 31, 1907, \$125,760.

MIDLAND RAILWAY COMPANY, LIMITED.

(Now part of Dominion Atlantic Railway System.)

(See Annual Report of 1903-04.)

During the nine months between June 30, 1906, and March 31, 1907, there was paid to the company, in addition to amounts previously paid, as recited in the departmental report of 1903-04, the sum of \$4,967.70, which amount had been withheld pending consideration by the Auditor General, making the total payments up to March 31, 1907, \$372,135.70.

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MIDWAY AND VERNON RAILWAY COMPANY.

(See No. 613.)

This company was incorporated by the Act of the province of British Columbia, 1 Edward VII. (1901), chap. 81, with powers for the construction of a line of railway from a point at or near the town of Midway to a point at or near the mouth of Rock Creek; thence in a north-easterly direction to the west fork of Kettle river; thence following the west fork of said river, by the most convenient route via Okanagan Mission Valley, to Vernon.

By the Dominion Act of 1903, chap. 154, the railway works which the company by its said Act of incorporation has been empowered to undertake and operate, are declared to be for the general advantage of Canada.

By the Dominion Subsidy Act of 1903, chap. 57, section 2, item 69, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a line of railway from Midway to Vernon, not exceeding 150 miles.

The company having applied for this subsidy, a contract was entered into with them accordingly, on July 28, 1905, under authority of an order in council of the same date.

No payments have been made up to March 31, 1907.

MONTFORT COLONIZATION RAILWAY COMPANY.

(See Annual Report for 1900-01.)

MONTFORT AND GATINEAU COLONIZATION RAILWAY COMPANY.

(Now part of Great Northern Railway Company of Canada.)

(See Annual Report for 1902-03.)

MONTREAL AND CHAMPLAIN JUNCTION RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(See Annual Report for 1892-93.)

MONTREAL AND LAKE MASKINONGÉ RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1890-91.)

MONTREAL AND SOREL RAILWAY COMPANY.

(Purchased by Delaware and Hudson Railroad Company.)

(See Annual Report for 1892-93.)

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MONTREAL AND WESTERN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1893-94.)

MONTREAL AND OTTAWA RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(Formerly the VAUDREUIL AND PRESCOTT RAILWAY COMPANY. Name changed by 53 Vic., chap. 58.)

(See Annual Report for 1898-99.)

MONTREAL AND PROVINCE LINE RAILWAY COMPANY.

(Operated by Central Vermont Railway.)

(See Annual Report for 1901-02.)

NAKUSP AND SLOCAN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1894-95.)

NAPIERVILLE JUNCTION RAILWAY COMPANY.

(See No. 654.)

This company was incorporated by the Act of the province of Quebec, 51-52 Vic. (1888), chap. 99, with powers for the construction of a line of railway from some point in the parish of St. Remi to St. Cyprien, county of Napierville, traversing the counties of Napierville and Laprairie, with power to extend the said line through the county of St. John's. The Act of incorporation was subsequently amended by chap. 68 of the statutes of 1900 (Quebec), and chap. 73 of the statutes of 1904 (Quebec). By virtue of its Acts of incorporation and the amending Acts referred to, the company is vested with all the rights and privileges necessary for the construction and working of a railway from a point in the parish of St. Constant, county of Laprairie, to a point in the parish of St. Bernard de Lacolle, county of St. John's, or else to near Rouse's Point.

By the Railway Subsidy Act, 6 Ed. VII. (1906), chap. 43, item 16, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average expenditure in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a railway from St. Constant in the county of Laprairie and Napierville, through St. Edouard, St. Cyprien and Lacolle to a point at or near the international boundary line on the Delaware and Hudson Railway (Grand Trunk) in lieu of the 19 and 12-mile subsidies granted by chap. 7 of 1899, section 2, item 10, and chap. 4 of 1894, respectively, not exceeding 28 miles.

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The company was admitted to contract on October 10, 1906, under authority of an order in council, dated September 21, 1906, the time for completion being fixed as July 31, 1910.

No payments have been made up to March 31, 1907.

NAPANEE, TAMWORTH AND QUEBEC RAILWAY COMPANY.

(Name changed to the KINGSTON, NAPANEE AND WESTERN RAILWAY COMPANY by the Act 53 Vic., chap. 62.)

(See Annual Report for 1895-96.)

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY COMPANY.

(See Annual Report for 1888-89.)

NEW BRUNSWICK COAL AND RAILWAY COMPANY.

(See Annual Report of 1905-06.)

NICOLA, KAMLOOPS AND SIMALKAMEEN COAL AND RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.

(See No. 570)

This company was incorporated by the British Columbia Act of 1891, chap. 47, with powers to construct a single or double track line of railway from the eastern extremity of Nicola lake; thence to the town of Princeton, and thence by way of Simalkameen river in a southerly direction to Osoyoos lake; also from the terminus at Nicola in a northerly direction to the town of Kamloops. Other powers of a general commercial character were granted.

By the Subsidy Act of 1903, chap. 57, section 2, item 26, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a railway from a point at or near Spence's Bridge on the Canadian Pacific Railway to Nicola lake, not exceeding 45 miles, being a revote of subsidies granted by chap. 5 of 1892, and chap. 4 of 1894.

The company having applied for this subsidy, a contract was entered into with them for this work on April 27, 1905, under authority of an order in Council of April 20, 1905.

The sum of \$110,592 was paid during the fiscal year 1905-06, the total paid up to March 31, 1907.

NORTHERN AND PACIFIC JUNCTION RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(See Annual Report of 1890-91.)

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NORTHERN AND WESTERN RAILWAY COMPANY.

(See Annual Report of 1889-90.)

(Also under the head 'Canada Eastern Railway' in Annual Report of 1894-95.)

NOVA SCOTIA CENTRAL RAILWAY COMPANY.

(See Annual Report for 1898-99.)

NOVA SCOTIA EASTERN RAILWAY COMPANY, LIMITED.

(See Nos. 516, 519, 563, 607.)

This company was incorporated by the Act 1, Edward VII. (1901), chap. 130 (Nova Scotia), with powers to construct a line of railway from a point on the Intercolonial Railway at or near New Glasgow, in the county of Pictou, and passing through the counties of Pictou and Guysborough, to the deep waters of Country Harbour, in the county of Guysborough, and from the Cross Roads, Country Harbour, in the said county of Guysborough, to a point at or near the town of Guysborough, and thence to a point on the Strait of Canso, in the said county of Guysborough, and such other lines as may become feeders for the main trunk line above described.

By the Subsidy Act of 1901, 1 Edward, VII., chap. 7, item 1, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of 15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized for a line of railway from a point on the Intercolonial Railway, at or near New Glasgow to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysborough, in lieu of the subsidies granted by 1897, chap. 4, and 1899, chap. 7, section 2, item 34, not exceeding 80 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on February 19, 1903.

By the Subsidy Act of 1903, chap. 57, items 19 and 63, the grant of subsidies was authorized, on terms similar to the above, for lines of railway from New Glasgow to Cross Roads, Country Harbour, via Guysborough, to the Straits of Canso, with a branch from Cross Roads down the Country Harbour river to navigable waters, 116 miles; and from Dartmouth through the Musquodoboit valley to a point at or near Melrose, to connect there with the railway mentioned in item 19.

The company having applied, were admitted to contract under both subsidies, the two agreements being dated April 19, 1904; the railways to be completed by December 31, 1906.

No payments have been made up to March 31, 1907.

NOVA SCOTIA SOUTHERN RAILWAY COMPANY.

(See Annual Report for 1902-03.)

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ONTARIO AND PACIFIC RAILWAY COMPANY.

(Name changed to OTTAWA AND NEW YORK RAILWAY COMPANY by 60-61 Vic., chap 57, 1897.)

(See Annual Report for 1901-02.)

ONTARIO AND QUEBEC RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See West Ontario Pacific Railway Company, and Annual Report for 1891-92.)

ONTARIO, BELMONT AND NORTHERN RAILWAY COMPANY.

(Operated by Central Ontario Railway Company.)

(See Annual Report for 1896-97.)

ONTARIO AND RAINY RIVER RAILWAY COMPANY.

(Amalgamated with and under the name of the CANADIAN NORTHERN RAILWAY COMPANY under the Act 62-63 Vic., chap. 80.)

(See Ontario and Rainy River Railway Company in Annual Report for 1902-03, and under Canadian Northern Railway Company in present report.)

ORFORD MOUNTAIN RAILWAY COMPANY.

(See Annual Reports for 1893-94 and 1894-95.)

(See No. 594.)

The history of this railway was given in the annual report for 1894-95, with a statement of the subsidies paid for the then completed line of railway.

By the Subsidy Act of 1903, chap. 57, section 2, item 50, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for a line of railway from a point on its main line between Lawrenceville and Eastman to Lake Bonella, 5 miles; from Kingsbury to Windsor Mills, 10 miles; and from Eastman to the town line between the township of Bolton and the township of Potton, 12 miles—not exceeding in the whole 27 miles.

The company having applied for these subsidies, contracts were entered into with them, accordingly, on March 9, and June 12 and 23, 1905, for the construction of the sections above named, under the authority of orders in council, dated March 25, 1905, for the two first named sections of 5 and 10 miles, and on February 10, 1905, for the last named section.

During the fiscal year 1905-06, payments have been made to the extent of \$45,764.50, making the total paid to March 31, 1907, including previous, subsidies \$168,814.50.

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OTTAWA AND NEW YORK RAILWAY COMPANY.

(Purchased by New York Central Railroad Company.)

(See Ontario and Pacific Railway Company.)

OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY COMPANY.

(Now the CANADA ATLANTIC RAILWAY COMPANY, by amalgamation, under the Act 62-63 Vic., chap. 81, 1899.)

(See Annual Report for 1898-99.)

OTTAWA AND GATINEAU VALLEY RAILWAY COMPANY.

*(Name changed to the OTTAWA AND GATINEAU RAILWAY COMPANY, by the Act 57-58 Vic., chap. 87, which consolidated and amended Acts relating to the company.)**(Name further changed to the OTTAWA NORTHERN AND WESTERN RAILWAY COMPANY, by the Act 1 Edw. VII., chap. 80, 1901.)*

(See Annual Report for 1903-04.)

OTTAWA NORTHERN AND WESTERN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Ottawa and Gatineau Valley Railway Company and Pontiac Pacific Junction Railway Company.)

OSHAWA RAILWAY AND NAVIGATION COMPANY.

(Name changed to the OSHAWA RAILWAY COMPANY, by 54-55 Vic., chap. 91.)

(See Annual Report for 1895-96.)

PARRY SOUND COLONIZATION RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(See Annual Report for 1895-96.)

QU'APPELLE, LONG LAKE AND SASKATCHEWAN RAILWAY COMPANY.

(See Annual Report for 1890.)

QUEBEC BRIDGE COMPANY.

(Now the QUEBEC BRIDGE AND RAILWAY COMPANY,—name changed by the Act 3, Ed. VII., chap. 177, 1903.)

(See No. 467 and Acts, chaps. 54 and 177 of 1903, and 35 of 1907.)

This company was incorporated by the Dominion Act, 50-51 Vic., chap. 98 (1887), with powers to construct a railway bridge over the River St. Lawrence near Quebec, and to arrange the same for the use of foot passengers and vehicles, and to construct

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and operate lines of railway to connect with existing or future lines of railway on each side of the river.

By the Act 60-61 Vic., chap. 69 (1897), the powers of the company were revived, and the time for construction was extended to June 29, 1902.

By the Act 63-64 Vic., chap. 115 (1900), the time for completion was extended to June 14, 1905, and the company were further empowered to arrange for the placing of electric wires on the bridge and connecting railways, and for the passage of electric street railway or tram cars.

By the Railway Subsidy Act, 62-63 Vic., chap. 7 (1899), the grant of a subsidy to this company of \$1,000,000 was authorized for a railway bridge over the River St. Lawrence at Chaudière basin, and by the Act of 1900, chap. 8, clause 10, it was made applicable, one-third to the substructure and approaches, and two-thirds to the superstructure.

On November 12, 1900, the company were admitted to contract for this subsidy work.

The site and plans of the bridge were approved by the Railway Committee of the Privy Council, and by an order in council, dated May 16, 1898.

The structure is to be a cantilever bridge, composed of two approach spans of 220 feet each, two anchor spans of 500 feet each, and a centre span of 1,800 feet from centre to centre of the piers. The under side of the bridge will give a height of 150 feet above high water. When completed, it will comprise a double track railroad, two lines for electric tramways, and two ordinary roads for vehicles and foot passengers.

Subsidy payments to the extent of \$374,353.33 were made up to June 30, 1903.

By the Dominion Special Act, 3 Ed. VII., chap. 177, assented to on July 10, 1903, the name of the above company was changed to 'The Quebec Bridge and Railway Company,' with powers to construct lines of railway from the northern terminus of the company's bridge to the city of Quebec, also from the southern terminus of the said bridge to a point at or near the intersection of the Grand Trunk Railway with the Intercolonial Railway at Chaudière Curve, or to some point on those lines near named section to connect with the line of the Canadian Pacific Railway. Other powers of a general commercial character were granted. The powers of the company for the construction of all its authorized works was extended to July 10, 1910.

Negotiations were had having in view entry into agreement for the guarantee by the government of the bonds of the company, and for conveying to the government, at its option, the bridge, railways and property of the company.

Under the authority of an order in council, dated October 19, 1903, and under the same date, the company entered into an agreement with the government, accordingly, subject to ratification by Parliament; and by Public Act of the same year, 1903, chap. 54, such agreement, annexed as a schedule to the Act, was so ratified and confirmed, subject to the provision that the consent of parliament shall be given before the government exercise the right of taking over the company's property. It was

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further provided that the Governor in Council should have the right to appoint three directors of the company.

By this agreement the company released the government from any claim for the unpaid balance of the subsidy of \$1,000,000 granted to them, and the government agreed to guarantee the principal and interest of the company's bonds to the extent of \$6,678,200, such bonds to be payable in 50 years from the date thereof, bearing interest at 3 per cent per annum, payable half-yearly, and to be a first charge, secured by a mortgage, upon all the company's franchises, tolls, and property of whatsoever kind, the mortgage to secure such securities to be made to a trustee or trustees approved by the Governor in Council and to be subject to like approval, the government to have the right to take possession of the undertaking and property at any time on one month's notice, paying the shareholders the amount of their stock at par value, not exceeding \$265,585.70, with simple interest at 5 per cent, and an addition of 10 per cent on the par value of fully paid up shares, and assuming the approved obligations of the company for construction, operation and maintenance, according to the terms of the aforesaid bonds and the mortgage securing the same. The date for the completion of the work was fixed as December 1, 1903.

In pursuance of this authority there was executed, on February 1, 1904, between the Quebec Bridge and Railway Company, the Royal Trust Company (Montreal), and His Majesty, a mortgage trust deed, conveying to the said trust company as trustees all the property and franchises of the bridge company and providing for the issue of bonds to the extent of \$6,678,200.

In pursuance of the requirements of the said agreement, the plans, profiles and specifications of the company's proposed railway works have been approved, as follows:—

By an order in council of January 27, 1904, for the line from the northern terminus of the bridge to Champlain market, in the city of Québec, 6.44 miles, and by an order in council of February 2, 1904, from the south terminus of the bridge to a point of junction with the Intercolonial Railway, 12,600 feet.

Under the terms of the company's aforesaid agreement in respect of the bond guarantee, the amount of the issue of bonds is to be fixed by the Chief Engineer's certificate as to the value of the work done and materials delivered, from time to time, on the company's works.

Further agreements have been entered into, dated February 9 and March 3, 1906, in respect of advances from the Bank of Montreal.

Under certificates issued from time to time, payments have been made to the extent of \$5,016,453.66, covering work done and materials delivered. This represents the position up to March 31, 1907, the close of the new fiscal year.

QUEBEC CENTRAL RAILWAY COMPANY.

(See No. 651.)

The history of this railway was given in the annual report of 1895-96, with a statement of the subsidies paid for the then completed lines of railway.

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By the Railway Subsidy Act, 6 Ed. VII. (1906), chap. 43, item 13, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for an extension of the company's line of railway from St. Francis to St. George, not exceeding 9 miles; and for a line of railway from Scott Junction to the Quebec bridge, not exceeding 23 miles; in lieu of the subsidy granted by chap. 57 of 1903, section 2, item 46.

The company having applied for the subsidy granted for the line from St. Francis to St. George, 9 miles, a contract was entered into with them, accordingly, on January 28, 1907, under the authority of an order in council dated October 12, 1906, the road to be completed by October 1, 1907.

No payments have been made up to March 31, 1907.

QUEBEC AND LAKE ST JOHN RAILWAY COMPANY.

(See Annual Report of 1895-96.)

(See No. 601.)

The history of this railway was given in the annual report for 1895-96, with a statement of the subsidies paid for the then completed lines of railway.

By the Railway Subsidy Act, 3 Edw. VII. (1903), chap 57, section 2, item 57, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a line or railway from La Tuque on the St. Maurice river to a point on the Lake St. John Railway near the River Jeannotte, not exceeding 35 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on October 12, 1904, under authority of an order in council dated May 5, 1904.

During the nine months between June 30, 1906, and March 31, 1907, payments have been made under the above contract to the extent of \$64,512, making the total up to March 31, 1907, \$150,528.

By the Railway Subsidy Act of 1906, chap. 43, item 29, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a line of railway from Roberval to the government wharf at Lake St. John, in lieu of the subsidy granted by chap. 57 of 1903, not exceeding one mile.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on November 24, 1906, under authority of an order in council, dated October 17, 1906.

This extension of the railway is completed, and during the nine months between June 30, 1906, and March 31, 1907, the subsidy, \$3,200, has been paid.

It may be observed that the company had previously been subsidized, under various Acts, for a line of railway from Quebec to Lake St. John, 186 miles, includ-

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ing a bridge across the St. Charles river, and also for the Chicoutimi branch, 72 miles, the aggregate payments for these works amounting to the sum of \$1,006,743.50.

QUEBEC, MONTMORENCY AND CHARLEVOIX RAILWAY COMPANY.

(Now the Quebec Railway, Light and Power Company.)

(See Annual Report of 1894-95.)

QUEBEC AND NEW BRUNSWICK RAILWAY COMPANY.

(See Annual Report of 1905-06.)

RED DEER VALLEY AND COAL COMPANY.

(See Annual Report for 1902-03.)

RESTIGOUCHE AND WESTERN RAILWAY COMPANY.

(Now International Railway Company of New Brunswick, which see.)

(See Annual Report of 1905-06.)

SCHOMBERG AND AURORA RAILWAY COMPANY.

(See Annual Report of 1903-04.)

SHUSWAP AND OKANAGAN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report of 1894-95.)

SOUTH NORFOLK RAILWAY COMPANY.

(Operated by Grand Trunk Railway Company.)

(See Annual Report of 1888-89.)

SOUTH SHORE RAILWAY COMPANY (of New Brunswick).

(See Annual Report of 1896-97.)

SOUTH SHORE RAILWAY COMPANY, QUEBEC.

(See Annual Report of 1904-05.)

ST. CATHARINES AND NIAGARA CENTRAL RAILWAY COMPANY.

(Now Niagara, St. Catharines and Toronto Railway Company, electric.)

(See Annual Report of 1895-96.)

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ST. CLAIR FRONTIER TUNNEL COMPANY.

(See Annual Report, 1890-1, and 1891-2.)

ST. GABRIEL DE BRANDON AND STE. EMELIE DE L'ENERGIE RAILWAY COMPANY.

(See Annual Report for 1902-03.)

ST. JOHN VALLEY AND RIVIÈRE DU LOUP RAILWAY COMPANY.

(See Annual Report for 1893-94.)

ST. STEPHEN AND MILLTOWN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Reports for 1895-96 and 1900-01.)

STEWIACKE VALLEY AND LANSDOWNE RAILWAY COMPANY.

(Now part of the Dominion Atlantic Railway System.)

(See Annual Report 1895-96.)

ST. LAWRENCE AND ADIRONDACK RAILWAY COMPANY.

(Operated by New York Central Railroad.)

(See Annual Reports for 1893-94 and 1900-01.)

ST. LAWRENCE, LOWER LAURENTIAN AND SAGUENAY RAILWAY COMPANY.

(Name changed to LAURENTIAN RAILWAY COMPANY, by Provincial Act 51-52 Vic., ch. 108.)

(See Annual Report for 1891-92.)

ST. LOUIS AND RICHIBUCTO RAILWAY COMPANY.

(See Annual Report for 1884-85.)

ST. MARY'S RIVER RAILWAY COMPANY.

(See Annual Report of 1905-06.)

TÉMISCOUATA RAILWAY COMPANY—RIVIÈRE DU LOUP TO EDMUNDSTON.

(See Annual Report for 1892-93.)

THOUSAND ISLANDS RAILWAY COMPANY.

(See Annual Reports for 1895-96 and 1901-02.)

TILSONBURG, LAKE ERIE AND PACIFIC RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report of 1904-05.)

TOBIQUE VALLEY RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1893-94.)

TORONTO, GREY AND BRUCE RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1887-88.)

TRANS-CANADA RAILWAY COMPANY.

(See Annual Report of 1905-06.)

UNITED COUNTIES RAILWAY COMPANY.

(Now part of Delaware and Hudson Railroad System.)

(See Annual Report for 1900-01.)

VAUDREUIL AND PRESCOTT RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Montreal and Ottawa Railway Company.)

WATERLOO JUNCTION RAILWAY COMPANY.

(Operated by Grand Trunk Railway.)

(See Annual Report for 1891-92.)

WESTERN COUNTIES RAILWAY COMPANY.

(Name changed to THE YARMOUTH AND ANNAPOLIS RAILWAY COMPANY, by 56 Vic., ch. 63.)

(Name further changed to THE DOMINION ATLANTIC RAILWAY COMPANY, by 57-58 Vic., chap. 69.)

(See Annual Report for 1894-95.)

WEST ONTARIO PACIFIC RAILWAY COMPANY.

(Leased to Ontario and Quebec Railway Company—C.P.R.)

(See Annual Report of 1890-91.)

WOODSTOCK AND CENTREVILLE RAILWAY COMPANY.

(See Annual Report for 1895-96.)

YARMOUTH AND ANNAPOLIS RAILWAY COMPANY.

(See *Western Counties Railway Company.*)

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YORK AND CARLETON RAILWAY COMPANY.

(See No. 605.)

The history of this railway was given in the annual report of 1901-02, with a statement of the subsidies paid up to the close of that year.

By the Railway Subsidy Act, 3 Ed. VII. (1903), chap. 57, item 61, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a line of railway from the present terminus of this company's railway westerly, 5 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on August 20, 1906, under authority of an order in council, dated November 3, 1905, the road to be completed by November 1, 1906.

No payments have been made up to March 31, 1907.

LAND SUBSIDIES.

A number of companies have been aided by subsidies in land, duly authorized by parliament and granted by the Department of the Interior, to whose report reference must be made for information as to their position.

In the annual report of this department for 1895-96 information was given as to a number of these land subsidized companies.

CANALS.

The total expenditure charged to capital account on the original construction and subsequent enlargement of the several canals of the Dominion up to March 31, 1907, amounts to \$91,734,718.21. In addition, an aggregate of \$24,495,624.73 has been expended from the consolidated fund, covering repairs, renewals, maintenance and operation of these works, making a total of \$116,230,342.94. The total revenue derived therefrom, including rental of lands and water powers, amounts to \$13,618,586.47.

The canal expenditure for the period of nine months ended on March 31, 1907, was as follows :—

On construction and enlargement a total of \$887,838.61, charged to capital, and further amounts aggregating \$933,645.29, charged to the consolidated fund, namely, \$264,110.73, for maintenance, charged to income; also \$383,845.74, for staff, and \$299,266.19, for repairs, the last two classes of expenditure being charged to revenue, making the total canal expenditure for the nine months \$1,835,061.27.

The total net amount collected amounted to \$105,003.15, of which \$92,310.51 was for hydraulic rents, the balance being from wharfage dues, fines, &c. No tolls are charged on any of the Dominion canals.

On July 1, 1906, the balance of rents unpaid was \$149,400.67, and the rents accrued during the subsequent nine months, amounted to \$97,113.16, making a total of

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\$246,513.83. The rents received amounted, as above, to \$92,310.51, leaving a balance of rents uncollected on March 31, 1907, amounting to \$154,203.32.

Summaries of these expenditures and receipts will be found in the statements furnished by the accountant of the department, printed in the appendices, Part I., of the present report.

The above figures relate to the fiscal year 1906-07, but very voluminous statistics relating to the canal traffic, and various commercial statistics for the season of navigation of the year 1906 will be found in the 'Canal Statistics,' which are issued as a separate report.

The principal facts of these statistics are summarized as follows:—

The total traffic through the several canals of the Dominion for the season of 1906 amounted to 10,523,185 tons, an increase of 1,151,441 tons compared with the previous year. This includes 6,574,039 tons passing through the Sault Ste. Marie Canal, against 5,473,406 tons in 1905. The amount of tolls that would have accrued had they been in force is \$360,673.05.

The following features of the principal canal traffic during the season of 1906 will be of interest:—

On the Welland Canal 1,201,967 tons of freight were moved, an increase of 109,917 tons, of which 740,488 tons were agricultural products, an increase of 143,183 tons, and 147,468 tons produce of the forest; of coal 147,587 tons were carried; 979,099 passed eastward, and 222,868 tons westward. 1,190,780 tons were through freight, of which 968,790 tons passed eastward.

Of the through freight, Canadian vessels carried 607,778 tons, an increase of 152,661 tons, and United States vessels 583,002 tons, a decrease of 37,849 tons.

The total through freight passed eastward and westward through this canal to United States ports was 321,431 tons; an increase of 18,335 tons compared with the year 1905.

The quantity of grain passed down the Welland and St. Lawrence Canals to Montreal was 404,935 tons, an increase of 63,504 tons compared with the previous year; of this none was transhipped at Ogdensburg, as against 40,641 tons transhipped in 1903. The further quantity of 34,199 tons of grain passed down the St. Lawrence canals, only, to Montreal, making the total 449,673 tons.

On the St. Lawrence canals 1,637,017 tons of freight were moved, a decrease of 115,838, of which 911,231 were eastbound through freight, and 289,761 tons westbound through freight; 624,706 were agricultural products; 595,566 tons merchandise; 451,414 tons coal, and 271,324 tons forest products.

In 1906 84 cargoes of corn and wheat, aggregating 108,734 tons, were taken down direct to Montreal through the Welland and St. Lawrence canals, as against 115 cargoes, aggregating 180,206 tons in 1905; 75 cargoes, aggregating 116,098 tons in 1904, and 74 cargoes, aggregating 99,582 tons, in 1903. In 1900 there were only 15 cargoes, aggregating 7,924 tons.

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On the Ottawa River canals the total quantity of freight moved was 397,415 tons, an increase of 26,074, of which 346,265 tons were produce of the forest.

On the Chambly Canal 498,939 tons were moved, an increase of 51,870, of which 368,474 tons were produce of the forest and 62,954 tons of coal.

On the Rideau Canal 82,159 tons were carried, an increase of 22,295, 31,430 tons being the product of the forest and 9,990 tons of coal.

On the St. Peter's Canal 76,327 tons were carried, a decrease of 4,750, of which 50,561 tons were merchandise; 39,914 tons of coal.

On the Murray Canal 27,727 tons passed, a decrease of 1,694, and 3,274 tons of this were the product of the forest.

On the Trent Valley Canal 28,495 tons were moved, of which 26,645 tons were the product of the forest.

On the Sault Ste. Marie Canal the total movement of freight was 6,574,039 tons, being an increase of 1,100,633 tons carried in 5,680 vessels, the number of lockages being 4,152. Of wheat, 34,388,478 bushels, and of other grain 16,702,861 bushels were carried; 2,439,513 barrels of flour, 2,947,616 tons of iron ore, 1,238,011 tons of coal, and 33,352,198 feet, board measure, of lumber; all of these items show an increase. The total traffic at this point, accommodated by the canals, the American and Canadian, amounted to 51,754,331 tons, an increase of 7,478,735 tons, carried in 22,155 vessels, an increase of 474. The total quantity of wheat carried was 84,366,309 bushels, an increase of 15,808,309, and of other grain 54,364,759 bushels, an increase of 15,079,652. Of lumber the total was 887,519,198 feet, board measure, a decrease of 67,249,602.*

* Following the course adopted for some years past, the following facts relating to the traffic passing through both the United States and the Canadian canals at Sault Ste. Marie during the season of 1906 have been compiled from the 'Statistical Report of Lake Commerce,' prepared under the direction of Colonel Charles E. L. B. Davis, of the Corps of Engineers, U. S. Army, a report of the highest value and interest as indicating the wonderful growth of the north-western section of this continent during the past fifty-two years since the date, 1855, of the opening of the canal, built at a cost of \$1,000,000 by the State of Michigan. This was the first ship canal, but a small canal with a lock 38 feet long, and 8 feet 9 inches wide, and with a lift of 9 feet, had been built in 1797-98, by the Northwest Fur Company on the Canadian side of the river, for the accommodation of bateaux. It, however, was destroyed in 1814 by the American troops.

In 1855 there were 193 passages of vessels, carrying 14,503 tons of freight. Neither wheat nor other grain formed part of this freight.

The following are the principal features of the operations of the season of 1906 for both the American and Canadian canals:—

All tonnage is net tons of 2,000 lbs. No tolls are charged.

The season of navigation from April 13 to December 22 1906, lasted for 253 days, the American canals being opened for 249 days, and the Canadian 253.

The depth of water permitted a safe draft of 19½ feet.

The total freight passed through these canals during the season aggregated 51,751,080 net tons, an increase, compared with the previous year of 7,480,400 tons, or 17 per cent; 63,033 passengers were carried, an increase of 8,829, or 16 per cent, the freight traffic was largely in excess of that in any previous year, the greatest previous traffic having been 44,270,680 tons in 1905.

The American canals carried 87 per cent of the total freight, or 45,180,292 tons, an increase of 6,378,102 tons or 16 per cent, and 49 per cent of the total passengers, or 30,925, an increase of 2,524, or 9 per cent.

On the Canadian canal 6,570,788 tons of freight were carried, or 13 per cent of the total, an increase of 1,102,298 tons, or 20 per cent. The number of passengers was 32,108, an increase of 6,305, or 24 per cent.

The total value of the freight carried was \$537,463,454, an average value per ton of \$10.39. The amount paid for freight transport was \$36,666,889. The average distance freight was carried was 842.4 miles, the total of mile tons being 43,596,953,680.

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In connection with the question canal versus railway transport of grain from the west, it may be noted that whereas grain and peas passed down to Montreal through the Welland and St. Lawrence canals to the extent of 404,935 tons, an increase of 63,504 tons, compared with the previous year, the quantity carried to Montreal via the Canadian Pacific and Grand Trunk Railways amounted to 386,963 tons, a decrease of 238,586 tons. Over the route from Depot Harbour on Georgian Bay, Lake Huron, via the Canada Atlantic Railway to Coteau Landing, at the head of the Soulanges Canal, thence by barge to Montreal, in the season of 1903 the total freight carried was 315,779 tons; 109,937 tons were corn and 175,954 wheat; in 1904 the total freight carried was 209,260 tons; 61,675 tons were corn and 137,338 tons were wheat. In 1905 the total freight was 254,378 tons; 54,272 tons were corn and 168,966 tons were wheat. In 1906 no business was done.

The quantity of grain carried to tidewater on the New York State canals was 294,467 tons, an increase of 78,230 tons, while the quantity carried by the railways of the state to tidewater amounted to 3,942,771 tons, an increase of 778,231.

The total number of registered vessels using the canals was 879 and there were in addition 810 passages by unregistered craft. The total value of registered vessels was \$94,532,500. American vessels carried 95 per cent and Canadian vessels 5 per cent of the total freight: these proportions being the same as in the previous year.

Of the 879 vessels in commission, 767 were American, valued at \$88,392,000, and aggregating 1,425,837 registered tons capacity, and 112 Canadian, valued at \$6,140,500 and aggregating 76,920 registered tons capacity. The Canadian, compared with the previous year, showed an increase of 15 in number, \$711,500 in value, and 8,564 in tonnage.

597 were American steamers, valued at \$82,465,000, aggregating 1,219,838 registered tons, and 101 were Canadian steamers, valued at \$5,780,000, aggregating 66,414 tons.

There were 170 registered American sailing vessels, valued at \$5,927,000, totalling 205,999 registered tons, and 11 Canadian, valued at \$360,500, with an aggregate register tonnage of 74,449 tons.

Unregistered American vessels carried 13,115 tons of freight, and unregistered Canadian 85,703 tons.

Out of the 22,155 passages of the season, 3,537 were by 90 vessels under 100 tons register, carrying 408 tons.

44 new vessels were put in commission in 1906, all being freight steamers; 32 of these are 500 feet and over in length, carrying from 9,000 to 14,000 tons in a single cargo.

The tendency to increase in size of vessels continues. In 1884 there were no boats carrying more than 4,000 tons, and of these only 18 carried more than 3,000 tons. In 1906, there were 134 carrying from 3,000 to 4,000 tons, 37 from 4,000 to 5,000 tons, 24 from 5,000 to 6,000 tons, 52 from 6,000 to 7,000 tons, 82, from 7,000 to 8,000 tons, 48 from 8,000 to 10,000 tons, 36 from 10,000 to 12,000 tons, and 12 from 12,000 to 14,000 tons. In the previous year, 1904, there was only 1 vessel carrying over 10,000 tons.

As to the dimensions of vessels in 1906, there were 171 vessels from 300 to 400 feet in length, and of from 38 to 50 feet beam, 128 from 400 to 500 feet in length, and of from 45 to 53 feet beam, and 57 of 500 to 600 feet in length with 52 to 60 feet beam.

The largest single cargo carried by steamer was 13,272 tons and by sailing vessel 8,960 tons. The greatest amount of freight carried during the season was by steamer 313,434 tons, and by sailing vessel 141,770 tons. The greatest number of miles run was, by steamer, 42,986 miles and by sailing vessel 31,575 miles.

There were 22,155 passages through the canals of which 16,475 were through the American canals and 5,680 through the Canadian canal. These were effected in 14,523 lockages, namely, 10,367 on the American canals, and 4,156 on the Canadian.

The principal items of freight compared with the previous year were as follows:—

Hard (anthracite) coal 1,011,375 tons, an increase of 26,674 tons; soft (bituminous) coal 7,728,255 tons, an increase of 2,203,900 tons; flour 6,495,350 barrels, an increase of 722,631 barrels; wheat 84,271,358 bushels, an increase of 15,950,070 bushels; grain other than wheat 54,343,155 bushels, an increase of 15,113,602 bushels (this comprised 587,650 bushels of rye, 20,463,374 bushels of oats, 775,206 bushels of corn, 10,976,929 bushels of barley, and 21,539,996 bushels of flax); manufactured and pig iron 391,105 tons, an increase of 153,409 tons; salt 468,162 barrels, an increase of 45,040 barrels; copper 107,633 tons, an increase of 1,113 tons; iron ore 35,357,042 tons, an increase of 4,024,405 tons; lumber 900,631 M feet B. M., a decrease of 66,175; no silver ore was carried as against 41 tons the previous year; building stone 6,222 tons, a decrease of 43 tons; general merchandise 1,134,851 tons, an increase of 298,268.

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Of the total eastbound and westbound freight carried by the state of New York canals (the Erie, the Champlain, the Black River, the Cayuga and Seneca and the Oswego), and the competing railways (the New York Central and the Erie Railway) respectively (amounting in 1906 to 82,244,222 tons more by 8,491,081 tons than in 1905, the proportion carried by the canals has fallen steadily from 68·9 per cent in 1859 and 47·0 per cent in 1869, to 6·8 per cent in 1898, 7·2 in 1899, 5·2 in 1900, 5·1 in 1901, 5·5 in 1902, 5·6 in 1903, 4·6 in 1904, 4·5 in 1905, and 4·5 in 1906. These canals carried, in 1905, 3,540,907 tons, an increase of 314,011 tons.

The enlarged Erie Canal, between Buffalo and Albany, is 350½ miles long; comprises 72 locks, 110 x 18 feet, with a depth of 7 feet of water, accommodating, as a maximum, vessels of 240 tons burden. The original canal was completed in 1836, and the enlargement in 1862. The total cost of construction was \$51,609,200.

By means of the enlarged Canadian canal system and the intermediate waterways a minimum depth of fourteen feet of water from Lake Superior to the head of the ocean navigation at Montreal is afforded; the smallest locks being 270 feet in length

The values of these several items of freight and the proportion of each to the whole were as follows :—Coal \$25,136,044, or 4·68 per cent ; flour, wheat and other grain \$124,281,196, or 24·80 per cent ; iron ore \$121,981,795, or 22·69 per cent ; manufactured and pig iron \$30,601,882, or 5·58 per cent ; copper \$36,595,220, or 6·81 per cent ; lumber \$19,813,882, or 3·69 per cent ; salt \$351,121 ; building stone \$74,664, and general merchandise \$170,227,650, the last three items aggregating 31·75 per cent of the total value.

The eastbound traffic from Lake Superior aggregated 41,584,905 tons, the bulk being iron and copper ore, cereals, flour and lumber. Of this quantity 4,313,078 tons went to Lake Michigan ports, 4,293,708 tons in American vessels from American to American ports, and 19,370 tons in American vessels from Canadian to American ports ; no freight was carried to Lake Michigan ports in Canadian vessels. To Lake Huron 1,231,936 tons were carried, 129,120 tons in American vessels from American to American ports, 39,289 tons in American vessels from American to Canadian ports, 35,430 tons in American vessels from Canadian to American ports, 840,659 tons in Canadian vessels from Canadian to Canadian ports, none in Canadian vessels from Canadian to American ports and 187,438 tons in Canadian vessels from American to Canadian ports. To Lake Erie, 35,503,324 tons were carried, of which American vessels took from American to American ports 34,965,011 tons, from American to Canadian ports 11,550 tons, and from Canadian to American ports 404,696 tons. Canadian vessels carried from Canadian to Canadian ports 360 tons, from Canadian to American ports 121,707 tons, and none from American to Canadian ports. To Lake Ontario 536,567 tons, of which American vessels carried from American to American ports 22,353 tons, from American to Canadian ports 103,762 tons, and from Canadian to American none. Canadian vessels carried from Canadian to Canadian ports 404,285 tons, from Canadian to American ports none, and from American to Canadian ports 6,167 tons.

The westbound traffic to Lake Superior aggregated 10,166,175 tons. From Lake Michigan, American vessels carried from American to American ports 65,455 tons, from American to Canadian 3,877 tons, and Canadian vessels carried 42,226 tons from American to Canadian ports. There was no further traffic. From Lake Huron, American vessels carried 72,812 tons from American to American ports, and 8,206 tons from American to Canadian. Canadian vessels carried 349,066 tons from Canadian to Canadian ports, 20,162 tons from Canadian to American, and 1,870 tons from American to Canadian ports. There was no other traffic. From Lake Erie, American vessels carried 8,291,955 tons from American to American ports, and 766,552 tons from American to Canadian ports. Canadian vessels carried 2,677 tons from Canadian to Canadian ports, and 436,109 tons from American to Canadian ports. There was no other traffic. From Lake Ontario, American vessels carried 5,268 tons from American to American ports, 2,625 tons from American to Canadian and 2,188 tons from Canadian to American ports. Canadian vessels carried 85,743 tons from Canadian to Canadian ports, 2,390 tons from Canadian to American and 4,994 tons from American to Canadian ports.

The transportation charges per unit, including loading and unloading, on the principal items were as follows :—Coal, \$0.35 per ton ; flour, \$0.18 per barrel ; wheat and other grain, \$0.022 per bushel ; manufactured iron, \$2 per ton ; pig iron, \$1.50 per ton ; salt, \$0.12 per barrel ; copper, \$1.50 per ton ; iron ore, \$0.67 per ton ; lumber, \$2.70 per M. ft. B.M. ; building stone, \$1.50 per ton ; and general merchandise, \$2 per ton. The total freight charges amounted to \$36,666,889.06, of which those on coal amounted to \$3,058,870.50 ; on wheat and other grain, \$3,049,519.28 ; on iron ore, \$23,689,218.14, and on lumber, \$2,431,703.70.

The transportation charges averaged 0·084 of a cent per ton per mile, the average cost per ton being 71 cents.

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and 45 feet in width, intended, for the purpose of ordinary traffic, to accommodate vessels, 255 feet long and 44 feet beam.*

The through route between Montreal and Port Arthur, on the west shore of Lake Superior, open as a 14-foot navigation, comprises 73 miles of canal, with 48 locks, and 1,150 miles of river and lake waters, or a total of 1,223 miles. From Montreal to Duluth, at the southwest of Lake Superior, the total distance is 1,357 miles, and to Chicago, 1,286 miles. A summary of this route will be found in the Chief Engineer's Report, Part II., and further details of the several works in the pages immediately following. At Port Arthur and at Fort William (about six miles apart), the Canadian Pacific Railway gives communication westwards and eastwards, and the Canadian Northern Railway westwards and with the south. A line of railway is being built from these points by the Grand Trunk Pacific Railway to give communication with the Transcontinental Railway.

The approaches to the canals and the channels through the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation, in the hands of competent pilots, both by day and night. In the cases of the Sault Ste. Marie, the Welland, the Cornwall, the Soulanges and the Lachine, they are well lighted throughout by electricity. The Sault Ste. Marie, the Cornwall and the Soulanges canals are electrically operated. Installations for electrical operation of the Welland Canal and the Lachine Canal are in progress. The Farran's Point Canal is lighted with acetylene gas.

The extensive improvement works being carried on at Port Colborne, the Lake Erie entrance of the Welland Canal, comprise the deepening of the approach to the canal to 22 feet, and the construction of two docks, with piers 200 feet wide, upon which grain elevators will be erected for the transference of grain to vessels adapted to the canal navigation, when required. The Farran's Point canal is lighted by acetylene to the canal navigation, when required.

The foundations for an elevator of 2,000,000 bushels capacity were completed last year, and the work of building the elevator itself is under contract. It is not, however, proposed to afford, at the outset, bin accommodation for more than 800,000 bushels, a capacity which is deemed sufficient as a test of the new system, and pending further information as to the requirements of the grain trade. The plans for construction and equipment are in charge of a special expert in this difficult class of work. In addition to the works undertaken by this department, a breakwater, about a mile in length, has been, and another is being, constructed across the entrance to the harbour by the Department of Public Works, which will also dredge out the area so contained, thus greatly increasing the accommodation and insuring safety at this important point.

The work of deepening the approaches of the Sault Ste. Marie Canal to 31 feet 5 inches below extreme low water mark is nearing completion. When finished a chan-

* In exceptional cases this length can with certain manoeuvring, be somewhat increased, being governed, of course, by the form of the vessel. As a matter of fact, there are vessels now using the canals whose length, over all, is 265 feet, and width of beam 37 feet.

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nelway 500 feet wide at the upper entrance and 315 feet wide at the lower entrance will be available. The approaches at the lower entrance are completed to that depth. An extension of 800 feet in length with concrete superstructure at the south upper entrance pier is now completed.

The presence of the various dredges and scows in use at the upper entrance for deepening operations has interfered somewhat with the use of the canal, but, notwithstanding, the traffic shows a considerable increase.

On the Trent Canal the section, $9\frac{1}{2}$ miles, comprising the new hydraulic lift lock at Ashburnham (Peterborough), was formally opened for traffic in June, 1904. A second hydraulic lift-lock to overcome a rise and fall of 54 feet is comprised in the Balsam-Simcoe Lake division of the canal, which has now been completed and taken over from the contractors.

A six-foot navigation is thus afforded from Lake Simcoe to Heely's Falls, a distance of 160 miles, leaving the portion between Heely's Falls and Lake Ontario and the portion from Lake Simcoe to Georgian Bay, Lake Huron, still to be dealt with. The total distance between the Bay of Quinté, Lake Ontario and Georgian Bay is about 192 miles.

During the year 1905-06 the surveys carried on with a view to determining the most desirable route for those portions of the projected work that still remain to be constructed in order to give communication between Lake Ontario and Georgian Bay were completed, and the report of the engineer in charge, Mr. E. J. Walsh, was printed in the appendices. The surveys covered the northerly district between Lake Couchiching and Georgian Bay, also the district to the south between Rice Lake and Ontario, having in view as the possible terminal point on the latter lake either Trenton, Cobourg or Port Hope, all three places having urged claims for that distinction.

The final report of the engineer, with plans and estimates, was sent in on the 20th December, 1906, and after full consideration of the several important features of the case demanding attention before coming to a decision, the principal cost both of construction and maintenance (which included liability for unknown damages in the event of a diversion of the waters of the River Trent to meet the requirements of a new outlet at Cobourg or Port Hope), the needs of navigation embracing water supply and harbour facilities, and the potential water powers to be created—the all-river route by the River Trent with outlet at Trenton was finally adopted by an Order in Council of February 19, 1907; the canal to be of such depth as to give 8 feet 4 inches of water on the mitre sills of the locks.

Plans of the east branch of the Holland River from Holland Landing to Newmarket have been furnished by Mr. Walsh with a view to the improvement of navigation, together with estimates of cost; also plans, profiles and estimates both for a 6-foot and a 9-foot navigation for the section between Georgian Bay and Lake Couchiching via Coldwater and the River Severn.

Surveys are also being conducted for a route to the Georgian Bay via Kempenfeldt Bay, at the southwestern end of Lake Simcoe, and the River Notawasga.

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The transfer from the provincial to the Dominion government of the several works comprised in the back lakes forming the head waters of the canal system which was carried out under a provincial order in council of July 22, 1905, and Dominion order of February 16, 1906, has proved of great service in the maintenance of the water supply to the canal; the water being kept at a uniform height throughout the season.

The channelway through the Galops rapids, on the River St. Lawrence, commenced ten years ago, has now, though not carried out to the full depth, 17 feet of navigable waters, originally projected, has reached a point beyond which it is not proposed to go, and the work may be regarded as completed. A channelway has been excavated, 3,000 feet long and 300 feet wide, except at one point, where the width is 248 feet. The points governing the navigable depths are on the Upper Bar, where at the high stage of the river, there is about 14.30 feet of water, a depth which at the abnormally low stage which occurred on November 23, 1901, was reduced to 10.60 feet. It is expected that from 13 feet to 15 feet of water, varying with the season will be afforded by the works now executed. A self-indicating gauge will be established on one of the guide piers at the lower end of the North channel, so that masters of vessels can, at any time, decide whether to use the channel or the canal. It may be observed that the undertaking has naturally been one of extreme difficulty, in view of the necessity for subaqueous drilling, blasting and rock removal in waters of such depth, rapidity of motion and tremendous force, and the results obtained, though not fully up to expectations, have, at all events, afforded an important aid to the navigation of the river at this point. In this connection a massive dam between Adam's Island (Canadian), and Galops Island, which is in the territory of the United States, in order to the removal of a cross current which affected the new channel through the rapids, has been built, and the anticipated good effects upon the current in the channel have resulted from the work, which is completed with the exception of some stone filling in the rear.

In view of the greatly enhanced value of properties in Montreal available for business purposes in the neighbourhood of the Lachine canal, in which increase the canal revenues were not participating, the whole question of rentals for the canal lands and privileges has been carefully examined into by two expert valuers, who have furnished a new basis for rentals, on present values, which will serve as a guide to the department in its future dealings with the subject.

In the report of the Chief Engineer, and in the reports of the superintending engineers, will be found full details as to the operation of the various canals, and as to the progress and position of the works of enlargement and construction now being carried on.

GENERAL OBSERVATIONS.

In my report last year, I urged that, following the usage amongst the leading railway companies of Canada and the United States, some provision be made for recognition of long and faithful service in the cases of men whose further employment on the government railways is, by reason of their age, or otherwise, considered undesirable.

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By the Act of last session, chap. 28, assented to on March 22, 1907, the establishment of a fund to be known as 'The Intercolonial and Prince Edward Island Railways Employees Provident Fund' was authorized. The main feature is that a contribution of $1\frac{1}{2}$ per cent of each month's salary and wages will be made by each employee to the fund, to which a like amount will be added by the railway. Interest at 3 per cent per annum will be allowed on the employee's contribution. On retirement, after a certain length of service the employee will receive for the rest of his life a monthly allowance for each year of his service, equal to $1\frac{1}{2}$ per cent of his average monthly salary or wages for the preceding eight years; the minimum allowance to be \$20 a month, and the maximum $\frac{2}{3}$ of his said average monthly pay. The fund will be administered by a board of five persons, one to be the general manager, two others to be approved by the Minister and selected from the chief officers of the railway, and the remaining two to be elected annually by the contributing employees. The board has been duly constituted.

The usual digest of the operations of railway companies in Canada which, for some years past, has appeared in the departmental reports, is now discontinued, the matter being in the hands of the Comptroller of Railway Statistics, whose statements will be issued separately.

I should be remiss in my duty were I to fail to bring up prominently—though in but general terms of suggestion—the fact that grave problems of railway management and operation are now presenting themselves for consideration, and are demanding solution at an early date on this continent; problems that will not only tax the best practical administrative and engineering minds of the day for their mode of solution, but will also call for an enormous expenditure in money to carry out the remedial measures requisite.

The great question in the development of any rapidly growing country is transportation, and whether transport be conducted by governments or by private companies, the practical difficulties must be met, or the whole country and its commerce will suffer. To a very considerable extent the energy, ingenuity and enterprise of the great railway companies of the United States have, until recently, been able to meet these difficulties by the construction of locomotives of increased power, the building of freight cars of greater capacity, vast additions to their rolling stock of all kinds, the doubling or quadrupling of their tracks, the extension of their yards and terminal and way facilities. Canada on her side, both on her government and private roads, has to a lesser, but still great extent, been confronted with the same difficulties and has met them in like manner. The provisions made by consignees for the reception and handling of freight in cities have not, however, kept pace with the efforts put forward by the railways, and it is much to be desired in the interests of all parties concerned that attention should be given to the subject.

But in both countries, the growth of traffic is so great as to have outsped the means of accommodating it, and, despite the best efforts of those concerned, there has been serious congestion, detrimental to business, and not to be overcome by the greatest good-will on the part of railway companies and of manufacturers of rolling stock, whose resources have been strained to the uttermost.

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The remedy can, and will, be found primarily in the amplification and improvement of railway equipments, the ordinary type of which will be bettered and the quantity increased. It is well that this, which is an absolute necessity, should be borne in mind as a class of expenses that must be looked for in the near future.

A feature of traffic which entails much difficulty with the Intercolonial rolling stock is the retention of its freight cars, for prolonged periods, on United States lines. Once sent across the boundary line, they are held and utilized by other roads, and their recovery is a matter of difficulty. This is notably the case with pulpwood, of which, during the nine months ended on March 31, 1907, there was shipped over the Intercolonial Railway to United States points 94,125 tons, in 4,968 cars. For this there appears to be no redress, and, until the manufacture of raw material is more general in Canada than at present, may be expected to continue.

A very important feature of difficulty in railway operation as regards the movement of freight results from the statutory provision known as the Lord's Day Observance Act, being the Act of 1906, chap. 27. Speaking from the point of view of the Intercolonial only, I may say that the effect of this enactment is to reduce the working capacity of the locomotive and rolling stock of the road by about one-eighth, through enforced idleness, and further to increase, by a proportional amount, the demands on the service on week days to make up for this period of inaction. As a consequence, a very large addition must be made to the locomotive and car supply solely to cover this additional strain, together with the provision of larger yards to hold the necessary additional stock, apart from any consideration of increased requirements on other grounds.

In the case of the canals, it has been found absolutely necessary, season after season, to keep them open on Sundays towards the close of the year, in order to meet the requirements of an ever-increasing traffic.

The question is, no doubt, one of considerable complication and will, some day, as the difficulty becomes more accentuated, demand a modification of the restriction. Meantime, I merely point out the position as at present existing.

I desire to draw attention to the time that is consumed yearly by the officers of the Intercolonial in preparing the voluminous returns called for by parliament, time that is urgently needed for the normally extensive work of the road, which must be set aside for the returns work. Much of this extra work could be dispensed with if the applicant member of parliament would kindly state clearly the special point upon which information is desired; a few hours or minutes would then enable the officials to supply it, in place of consuming days or weeks in compiling details which are, after all, irrelevant to the matter in hand, and in no way used by him. Apart from the hindrance to the regular work, so caused, the expense of preparing these documents is considerable.

Another feature of the present era is the attention that is being bestowed on inland water transport by means of canal construction, and the utilization of lakes and rivers in that connection.

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With the advent of the propellor and the cheap steel vessel or barge, vast possibilities have arisen, and perhaps nowhere have these been taken advantage of more than at the Sault Ste. Marie canals, giving access to and from Lake Superior. Through these canals during the season of 1906, a fleet of 879 vessels carried 51,751,080 tons of freight; 57 of these vessels were from 500 to 600 feet in length, and of from 52 to 60 feet beam; 48 of them being of from 10,000 to 14,000 tons capacity. The average distance of transportation was 842 4 miles and the average cost for transport per mile per ton was 0.84 mills; \$36,666,889.06 was paid for transportation. These figures indicate the importance of the subject, particularly when it is borne in mind that the entire railway freight traffic of Canada for the year 1905-6 was only \$57,966,713 tons.

With such facile transport, at rates lower by one-half or one-third than railway carriage, with all its infinite complications, affords, it is not to be wondered at that projects for extension of canal service are being everywhere put forward. In the United States, in addition to the enlargement of the Erie canal, there is the vast project of a waterway between the Great Lakes and the Gulf of Mexico via the basin of the River Mississippi, a 14-foot ship channel, 1,500 miles long, of which the first 40 miles from Chicago to Joliet are already completed; for a further distance of 230 miles to St. Louis, the plans are ready, and a large portion of the balance is under survey. The Panama canal is another of the great waterway schemes under construction. In England a Royal Commission has been appointed to consider the question of canal development, and one of its members, last year, visited this country for the purpose of acquiring information on the subject, one in which Canada has attained exceptional experience, and this department was enabled to afford him all facilities in the matter. In various European countries, the waterway is being looked to for relief in the congestion present there.

That Canada will, before long, be called upon to make further extensions and improvements in this direction is certain, in order to meet the demands of her fast increasing population, her commerce, and the rapid expansion of her western civilization.

What form that action will take is as yet undetermined. The construction of a 20-foot navigation from Georgian bay, Lake Huron to Montreal via the River Ottawa is a scheme that has been much discussed, and a considerable amount of preliminary survey work has been done under the Public Works Department. Then, again, there is the suggestion of the enlargement of the Welland canal, thus allowing the larger class of steamers to reach Prescott, and, thence, by the utilization of properly designed barges, to admit of the economical transport of the products of the west to the sea-going vessels at Montreal. I merely mention the above facts, to prepare the way for the inevitable measures that will be requisite in the near future, without reference to projects that may ultimately arise in connection with the water communications of Western Canada, as that growing section of the country expands.

I venture to submit that before any action is taken with reference to the Georgian Bay Ship canal, or the enlargement of the Welland, it would be advisable

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that a commission should be appointed for the purpose of studying the economic problems involved, and of reporting thereon for the benefit of the government and the country. This commission should, in my opinion, consist of not more than three persons, one of whom should be a business man of large experience, one to represent the marine interests of the country, familiar with the size of ships and the various problems involved in the actual conduct of lake transport, and the third, an engineer of wide experience, one familiar with both rail and water transportation.

I have the honour to be, Sir,

Your obedient servant,

M. J. BUTLER.

Deputy Minister of Railways and Canals.

PART I

STATEMENTS OF THE ACCOUNTANT

No. 1.

STATEMENT showing the amount expended by the Department of Railways and Canals, Dominion of Canada, during the Fiscal Period of Nine Months ended March 31, 1907.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	CHARGEABLE TO REVENUE.	
			Staff.	Repairs.
CANALS.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Beauharnois.....		598 64	7,552 02	11,711 09
Carillon. . . }		9,393 38	16,749 03	7,036 40
Grenville.. }				
Chambly		29,953 80	19,916 33	22,508 88
Cornwall ..	5,218 03	4,191 61	52,050 56	24,489 18
Lachine.....	18,840 85	65,872 25	53,308 14	47,465 20
Murray.....		10,423 00	2,788 14	1,710 55
Rideau.....		14,322 03	30,667 34	44,627 82
Sault Ste. Marie	95,504 63		12,290 94	11,520 53
Soulanges.....	13,508 88	3,216 29	19,964 04	15,604 71
Ste. Anne.....		2,449 96	1,595 62	901 47
St. Lawrence. { North Channel.....	61,528 34			
{ Galops Channel.....	13,350 00			
St. Ours.		4,200 00	2,064 62	1,142 79
St. Peter's.....			2,468 78	246 87
Trent.. . . .	153,045 42	35,360 10	19,229 25	36,516 47
Welland.....	480,305 03	56,036 47	75,031 24	53,247 50
Williamsburg. { Galops.....	45,782 52	18,405 65	13,953 58	8,501 57
{ Rapide Plat.	754 91			
Total.....	887,838 61	254,423 18	329,629 63	287,231 03
GENERAL ON CANALS.				
Dredge vessels—Lachine.....				4,997 54
Rideau.....				6,941 78
Miscellaneous.		2,815 82	958 59	95 84
Salaries and contingencies, canal officers.....			20,343 35	
Sunday labour.....			19,336 80	
Surveys and inspections.....		943 58		
Quebec Canals { Maintenance.....			13,577 37	
{ Remarking boundaries.....		1,487 42		
{ To build two flat scows.....		4,440 73		
Total.....		9,687 55	54,216 11	12,035 16
RAILWAYS.				
Intercolonial	1,506,209 26		6,030,171 83	
National Transcontinental	5,537,867 50			
Prince Edward Island.....	91,710 52		283,148 50	
Windsor Branch.....			15,425 32	
Total.	7,135,787 28		6,328,745 65	

NOTE:—Up to and including the year 1906 the Fiscal year ended June 30th, after which the closing date is March 31st.
20—i—1½

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STATEMENT showing the amount expended by the Department of Railways and Canals,
&c.—*Concluded.*

Name of Work.	Chargeable to Capital.	Chargeable to Income.	CHARGEABLE TO REVENUE.	
			Staff.	Repairs.
GENERAL ON RAILWAYS.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Contribution to McGill College.....		2,500 00		
Railway statistics		3,529 58		
Railway subsidies.....		1,323,367 48		
Governor General's car.....	38,582 89	104 88		
Railway Commission.. ..		68,664 29		
Subscription to Railway Congress, Brussels..		97 33		
Surveys and inspections.....		15,719 54		
Government Director Grand Trunk Pac. Ry.		1,500 00		
Total	38,582 89	1,415,483 10		
MISCELLANEOUS.				
Cost of litigation.....		3,736 14		
Extra clerks preparing returns to Parliament.		200 26		
Salaries of engineers, draughtsmen, &c.....		25,288 10		
" extra clerks, &c.		2,454 15		
Expenses of Governor General to Provinces of Saskatchewan and Alberta.....		2,271 78		
Gratuity to representatives of late L. W. Armstrong.....		91 66		
Gratuity to representatives of late M. O'Neil		141 66		
Total.....		34,183 75		
RECAPITULATION.				
Total on canals	887,838 61	254,423 18	329,629 63	287,231 03
" general.....		9,687 55	54,216 11	12,035 16
Total on canals.	887,838 61	264,110 73	383,845 74	299,266 19
Grand total canals, \$1,835,061.27.				
Total on railways.....	7,135,787 28		6,328,745 65	
" general.	38,582 89	1,415,483 10		
Total on railways.....	7,174,370 17	1,415,483 10	6,328,745 65	
Grand total railways, \$14,918,598.92.....				
Grand totals railways and canals, including miscellaneous, \$34,183.75.....	8,062,208 78	1,713,777 58	6,712,591 39	299,266 19

Total amount expended, \$16,787,843.94.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 5, 1907.

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No. 2.

STATEMENT showing the amount expended on Construction, Renewals, Ordinary Repairs and Working Staff of the Canals of the Dominion of Canada, up to March 31, 1907.

ST. PETER'S CANAL.

	Year ending.	Capital.	Renewals Chargeable to Ir. come.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation	.....	156,523 32			
" since " ..	1868	21,519 72			
" " ..	1869	70,719 80			
" " ..	1870		46,193 57		
" " ..	1871			225 36	555 78
" " ..	1872			280 00	6,122 07
" " ..	1873			343 32	6,539 58
" " ..	1874			725 93	1,558 57
" " ..	1875	20 97		560 00	889 35
" " ..	1876	11,125 00		641 55	
" " ..	1877	63,330 18		600 00	17 45
" " ..	1878	26,511 51		600 00	
" " ..	1879	107,337 75		631 50	
" " ..	1880	80,120 54		400 00	
" " ..	1881	69,434 76		959 58	
" " ..	1882	484 00		1,920 54	200 63
" " ..	1883			2,089 19	232 42
" " ..	1884	2,471 40		2,601 47	367 85
" " ..	1885	16,820 15		1,929 11	183 11
" " ..	1886	2,316 85		2,360 67	297 81
" " ..	1887	1,087 75	750 00	2,777 13	343 23
" " ..	1888			3,217 77	1,588 40
" " ..	1889		500 00	3,085 29	353 38
" " ..	1890			3,110 15	255 34
" " ..	1891	972 65	510 53	3,255 30	312 02
" " ..	1892	14,387 00	30,936 82	3,007 70	1,461 24
" " ..	1893	811 59	9,987 78	2,938 15	1,856 30
" " ..	1894	437 05	3,852 21	2,935 94	1,986 70
" " ..	1895	868 44	26,222 46	2,499 81	353 55
" " ..	1896	1,455 21	16,743 64	2,182 04	260 90
" " ..	1897			2,728 38	1 20
" " ..	1898		111 70	2,785 25	453 85
" " ..	1899			2,819 86	456 61
" " ..	1900			2,833 24	1,483 30
" " ..	1901		2,311 26	2,730 44	841 63
" " ..	1902		10,014 43	2,939 81	274 44
" " ..	1903			2,836 49	764 11
" " ..	1904			3,126 94	122 45
" " ..	1905		3,000 10	2,969 90	1,095 90
" " ..	1906			3,239 19	253 65
" " ..	1907			2,468 78	246 87
LESS—Refunds of previous years.....		648,755 64 208 50			
Total		*648,547 14	151,134 50	77,355 78	31,729 69

* Expenditure as above.....\$ 648,547 14

Less expenditure prior to Confederation..... 156,523 32

Agreeing with Public Accounts, 1907, page 4.... \$ 492,023 82

W. C. LITTLE,

Accountant

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

BAIE VERTE CANAL.

				Year ending.	Capital.	Income.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				1868		
"	since	"	.....	1869		
"	"	"	.....	1870		
"	"	"	.....	1871		17,929 34
"	"	"	.....	1872		6,399 41
"	"	"	.....	1873		14,943 83
"	"	"	.....	1874		4,018 90
"	"	"	.....	1875		443 00
"	"	"	.....	1876		110 75
"	"	"	.....	1877		22 30
"	"	"	.....	1878		
"	"	"	.....	1879		
"	"	"	.....	1880		
"	"	"	.....	1881		520 00
"	"	"	.....	1882		
"	"	"	.....	1883		
"	"	"	.....	1884		
"	"	"	.....	1885		
"	"	"	.....	1886		
"	"	"	.....	1887		
"	"	"	.....	1888		
"	"	"	.....	1889		
"	"	"	.....	1890		
"	"	"	.....	1891		
"	"	"	.....	1892		
"	"	"	.....	1893		
"	"	"	.....	1894		
"	"	"	.....	1895		
"	"	"	.....	1896		
"	"	"	.....	1897		
"	"	"	.....	1898		
"	"	"	.....	1899		
"	"	"	.....	1900		
"	"	"	.....	1901		
"	"	"	.....	1902		
"	"	"	.....	1903		
"	"	"	.....	1904		
"	"	"	.....	1905		
"	"	"	.....	1906		
"	"	"	.....	1907		
Total.....						44,387 53

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*
LACHINE CANAL.

	Year ending.	Capital.		Renewals Chargeable to Income.	Staff.	Repairs.				
		\$	cts.	\$	cts.	\$	cts.			
Expenditure by Imperial Government.....	.....	40,000	00	.....	.....	.....	.....
Government expenditure prior to Confederation.....	.....	2,547,532	85	.....	.....	.....	.....
Government expenditure since Confederation.....	1868	.....	.....	1,852	70	13,742	05		
"	1869	2,000	00	.....	14,209	02	10,431	51	
Cost of original construction and enlargement from 1845 to 1848.....	.....	.....	2,589,532	85	.....	.....	.....
Expenditure by Dominion Government.....	1870	.....	.....	.....	15,834	49	13,302	39	
"	1871	.....	.....	12,231	40	17,478	52	15,093	25
"	1872	36,708	15	.....	16,076	93	12,334	69	
"	1873	7,824	28	35,158	21	23,601	03	34,300	60	
"	1874	158,618	35	.....	25,811	07	22,828	66	
"	1875	197,420	52	.....	28,592	01	30,057	34	
"	1876	327,769	39	.....	33,797	73	29,103	65	
"	1877	1,439,375	73	.....	33,148	86	19,824	33	
"	1878	1,484,619	63	.....	39,062	97	13,646	41	
"	1879	958,053	30	.....	42,338	84	12,400	78	
"	1880	369,566	74	.....	38,950	90	10,223	62	
"	1881	292,165	51	.....	39,027	99	19,888	33	
"	1882	252,821	33	2,978	66	41,158	90	17,116	46	
"	1883	396,496	96	1,859	68	45,554	91	18,199	59	
"	1884	188,266	18	.....	48,624	51	19,683	24	
"	1885	111,215	23	.....	49,004	85	20,199	78	
"	1886	210,509	42	.....	50,969	10	19,199	18	
"	1887	28,772	52	12,981	59	53,113	97	22,567	81	
"	1888	19,414	34	7,996	38	52,229	61	19,999	64	
"	1889	76,032	96	972	71	54,110	67	22,957	71	
"	1890	7,448	03	8,238	46	53,114	34	22,999	38	
"	1891	217	53	16,155	75	50,721	69	36,292	98	
"	1892	87,852	35	27,480	80	52,729	37	67,499	62	
"	1893	445,983	21	50,937	40	53,185	00	51,616	79	
"	1894	64,345	14	17,152	48	60,174	03	40,939	70	
"	1895	189,944	36	32,405	20	56,337	44	25,891	45	
"	1896	184,998	25	8,193	15	58,342	96	24,950	20	
"	1897	282,052	48	14,664	21	57,533	20	25,820	73	
"	1898	216,717	44	819	62	57,282	50	33,391	92	
"	1899	162,351	83	3,103	99	55,990	00	35,776	90	
"	1900	125,009	41	12,210	88	56,791	45	31,988	81	
"	1901	97,305	52	12,072	87	58,364	29	50,005	48	
"	1902	113,328	26	36,249	02	59,435	33	45,853	97	
"	1903	58,426	92	109,893	43	69,762	03	53,054	20	
"	1904	181,487	06	162,705	14	77,233	17	50,660	92	
"	1905	112,460	47	144,996	37	86,209	93	65,202	42	
"	1906	103,798	28	133,518	77	84,708	78	60,064	84	
"	1907	18,840	85	65,872	25	53,308	14	47,465	20	
Cost of enlargement.....	.....	.....	9,008,217	93	.....	.....	.....	.....	.....
Total.....	11,597,750	78	932,701	12	1,877,662	58	1,184,920	32

Total expenditure on capital account as above.....\$11,597,750 78

Less charged to St. Lawrence River Canals, see page 9..... \$2,950,104 15

Less expenditure by Imperial Government 40,000 00

2,990,104 15

Agreeing with Public Accounts balance sheet, 1907, page 4.....\$ 8,607,646 63

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

BEAUHARNOIS CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		1,611,424 11			
" since	1868		63,193 75	9,349 99	6,216 98
"	1869		55 00	9,626 99	6,498 57
"	1870		27 50	10,117 57	6,384 81
"	1871			12,316 53	5,722 36
"	1872		27 50	11,792 46	15,733 38
"	1873		5,122 50	12,210 73	9,882 06
"	1874		26 00	15,392 51	10,990 56
"	1875		36 00	14,399 32	12,253 01
"	1876			14,465 86	17,170 83
"	1877			14,377 63	15,207 36
"	1878			14,383 37	9,861 05
"	1879			15,015 86	10,370 71
"	1880	266 15		15,362 61	8,997 34
"	1881			17,659 93	10,770 67
"	1882			18,804 53	20,813 86
"	1883		6,727 44	18,287 77	15,826 71
"	1884		3,277 98	19,107 38	16,232 61
"	1885		7,999 79	18,960 40	14,637 70
"	1886		8,491 80	19,228 90	14,356 00
"	1887		3,633 57	18,867 45	14,999 88
"	1888		14,411 97	19,325 05	14,285 98
"	1889		10,993 52	20,019 11	14,982 54
"	1890			19,847 42	14,999 20
"	1891		17,085 68	18,886 86	12,537 39
"	1892		1,696 23	20,050 01	14,999 80
"	1893			20,348 34	14,107 11
"	1894		6,547 72	20,574 53	13,903 46
"	1895		27,982 93	20,128 59	12,299 49
"	1896			20,725 47	15,050 85
"	1897		9,813 15	21,012 64	14,862 98
"	1898	25,000 00	5,799 34	20,650 00	16,164 92
"	1899		1,000 00	20,613 22	13,463 01
"	1900		4,959 22	20,147 59	14,505 30
"	1901		483 40	20,118 42	14,199 12
"	1902			16,682 52	6,532 33
"	1903			8,218 14	10,063 38
"	1904			9,236 27	11,936 37
"	1905		14,949 83	9,086 68	10,499 99
"	1906		2,531 24	9,291 91	18,640 71
"	1907		598 64	7,552 02	11,711 09
Total		1,636,690 26	217,471 70	642,542 58	512,671 47

* See page 9 for total cost of St. Lawrence River and Canals.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LAKE ST. LOUIS.

				Year ending.	Chargeable to Capital.	Chargeable to Revenue.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				1868		
"	"	since	"	1869		
"	"	"	"	1870		
"	"	"	"	1871		
"	"	"	"	1872		
"	"	"	"	1873		
"	"	"	"	1874		
"	"	"	"	1875		
"	"	"	"	1876		
"	"	"	"	1877		
"	"	"	"	1878		
"	"	"	"	1879		
"	"	"	"	1880		
"	"	"	"	1881		
"	"	"	"	1882		
"	"	"	"	1883		
"	"	"	"	1884		
"	"	"	"	1885		
"	"	"	"	1886		
"	"	"	"	1887		
"	"	"	"	1888		
"	"	"	"	1889		
"	"	"	"	1890		
"	"	"	"	1891		
"	"	"	"	1892		
"	"	"	"	1893		
"	"	"	"	1894		
"	"	"	"	1895	4,753 14	
"	"	"	"	1896	49,909 31	
"	"	"	"	1897	73,300 41	
"	"	"	"	1898	64,495 83	
"	"	"	"	1899	57,607 79	
"	"	"	"	1900	11,765 70	
"	"	"	"	1901	12,918 31	
"	"	"	"	1902	6,000 00	
"	"	"	"	1903	9,508 72	
"	"	"	"	1904	7,916 90	
"	"	"	"	1905	+	
"	"	"	"	1906	+	
"	"	"	"	1907	+	
Total.					*298,176 11	

* Included in total cost of St. Lawrence River and Canals, *see* page 9.
† Transferred to Department of Marine and Fisheries.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LAKE ST. FRANCIS.

					Year ending.	Capital.	Renewals Chargeable to Income.		
						\$	cts.	\$	cts.
Government expenditure since Confederation...					1868				
"	"	"	"	"	1869				
"	"	"	"	"	1870				
"	"	"	"	"	1871				
"	"	"	"	"	1872				
"	"	"	"	"	1873				
"	"	"	"	"	1874				
"	"	"	"	"	1875				
"	"	"	"	"	1876				
"	"	"	"	"	1877				
"	"	"	"	"	1878				
"	"	"	"	"	1879				
"	"	"	"	"	1880				
"	"	"	"	"	1881				
"	"	"	"	"	1882				
"	"	"	"	"	1883				
"	"	"	"	"	1884				
"	"	"	"	"	1885				
"	"	"	"	"	1886				
"	"	"	"	"	1887				
"	"	"	"	"	1888				
"	"	"	"	"	1889				
"	"	"	"	"	1890				
"	"	"	"	"	1891				
"	"	"	"	"	1892				
"	"	"	"	"	1893				
"	"	"	"	"	1894				
"	"	"	"	"	1895				
"	"	"	"	"	1896				
"	"	"	"	"	1897				
"	"	"	"	"	1898		3,420 00		
"	"	"	"	"	1899		23,110 00		
"	"	"	"	"	1900		15,431 46		12,288 39
"	"	"	"	"	1901		15,000 00		8,060 30
"	"	"	"	"	1902		13,945 25		
"	"	"	"	"	1903		5,000 00		
"	"	"	"	"	1904				2,199 52
"	"	"	"	"	1905		+		
"	"	"	"	"	1906		+		
"	"	"	"	"	1907		+		
Total.....							*75,906 71		22,548 21

* Included in total cost of St. Lawrence River and Canals, *see* page 9.

† Transferred to Department of Marine and Fisheries.

W. C. LITTLE,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CORNWALL CANAL.

	Year ending.	Chargeable to Capital.		Renewals Chargeable to Income.	Staff.	Repairs.					
		\$	cts.	\$	cts.	\$	cts.				
Government expenditure prior to Confederation		1,933,152	69								
Government expenditure since Confederation.....	1868			2,786	00	11,244	47	3,774	18		
" "	1869	10,692	04		10,347	91	3,859	14			
" "	1870			17,780	05	10,368	16	7,145	42		
" "	1871			7	50	11,848	39	8,891	61		
" "	1872			10,000	21	10,594	30	8,163	70		
" "	1873			1,011	75	13,042	25	12,467	65		
" "	1874					13,405	20	7,610	70		
" "	1875	1,780	00		13,351	91	7,097	34			
Cost of original construction...				1,945,624	73						
Expenditure by Dominion Gov- ernment.....	1876					13,320	61	6,423	67		
" "	1877	49,211	37		13,375	70	6,440	54			
" "	1878	145,015	45		13,825	50	4,935	21			
" "	1879	143,032	05		13,817	96	4,983	15			
" "	1880	109,454	95		14,440	33	9,735	76			
" "	1881	53,948	14		15,173	60	5,524	10			
" "	1882	44,587	61		15,052	20	6,634	62			
" "	1883	21,728	93		18,283	67	8,361	71			
" "	1884	22,018	13		18,475	48	9,007	73			
" "	1885	62,034	90	16,298	96	15,988	96	12,368	51		
" "	1886	57,820	83	6,960	95	15,994	80	11,832	83		
" "	1887	46,966	43		17,520	54	12,100	29			
" "	1888	67,945	74		16,938	54	13,942	64			
" "	1889	163,993	85		17,890	55	58,205	26			
" "	1890	365,038	01	2,000	00	17,063	49	12,758	18		
" "	1891	599,001	85	1,459	98	16,077	72	9,830	05		
" "	1892	398,555	25	2,345	26	15,596	66	9,864	36		
" "	1893	352,536	13			15,173	01	9,668	14		
" "	1894	404,990	22			15,344	02	7,733	54		
" "	1895	450,689	65	21,497	74	15,414	56	13,053	55		
" "	1896	448,408	31	2,175	00	15,472	26	25,259	56		
" "	1897	438,487	51			15,540	43	16,438	32		
" "	1898	133,208	96			15,011	50	15,431	02		
" "	1899	37,649	00	15,960	80	16,000	00	14,623	90		
" "	1900	169,889	51	18,547	50	18,798	10	13,998	29		
" "	1901	62,032	47			17,104	13	13,166	89		
" "	1902	90,535	18			17,896	58	15,045	95		
" "	1903	77,833	81			70,129	29	19,205	66		
" "	1904	113,795	16	1,730	16	45,792	64	20,932	55		
" "	1905	104,093	45	8,324	83	71,073	68	28,100	67		
" "	1906	37,879	09	20,063	79	71,246	77	31,893	13		
" "	1907	5,218	03	4,191	61	52,050	56	24,489	18		
Cost of enlargement.....				5,278,639	97						
Total				7,224,284	70	153,142	09	835,086	43	530,998	70

* Included in total cost of St. Lawrence River and Canals, *see* page 9.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

WILLIAMSBURG CANALS.

	Year ending.	CAPITAL.				Renewals Chargeable to Income.	Staff.		Repairs.
		Farran's Point.	Galops.	Rapide Plat.	Total.		%	cts.	
Government expenditure prior to Confederation being amount of original construction.	1868				1,326,655 54				
Government expenditure since Confederation.	1869								6,442 41
"	1870								5,670 28
"	1871								6,546 16
"	1872								5,308 41
"	1873					1,077 06			3,230 07
"	1874								7,347 75
"	1875								7,395 92
"	1876								4,110 29
"	1877								11,690 98
"	1878								10,053 61
"	1879								4,449 78
"	1880								3,549 71
"	1881								3,999 77
"	1882								5,020 73
"	1883								7,447 69
"	1884				13 19				7,299 39
"	1885				2,473 44				7,349 37
"	1886				103,237 12				8,198 03
"	1887				149,835 71				7,847 05
"	1888				115,853 00				7,904 76
"	1889				70,128 29	1,613 67			8,190 13
"	1890				59,867 26				8,794 61
"	1891				139,078 37				8,191 69
"	1892				230,670 60				7,987 40
"	1893				376,545 32	797 83			8,551 32
"	1894				372,193 29	3,675 00			8,347 97
"	1895				498,390 23				7,029 95
"	1895				347,357 23	13,720 36			7,371 37
Carried forward.		2,853 76	1,250,620 93	1,209,681 73	3,786,298 59	20,883 86	210,337 70		195,327 20

7-8 EDWARD VII., A. 1908

STATEMENT showing the amounts expended on Construction, Renewals, &c.--Continued.

WILLIAMSBURG CANALS Continued.

	Year ending.	CAPITAL.				Renewals Chargeable to Income.	Staff.	Repairs.
		Farran's Point.	Galops.	Rapide Plat.	Total.			
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward		2,853 76	1,250,620 93	1,209,681 73	3,786,298 59	20,883 86	210,337 70	195,327 20
Government expenditure since Confederation.	1896	4,980 00	150,744 16	286,396 96	442,121 12	8,607 04	9,588 51	9,036 00
"	1897	.....	262,795 78	205,480 55	468,274 33	3,880 76	8,697 54	8,210 71
"	1898	231,321 44	734,492 07	116,072 55	1,081,886 06	.....	10,708 66	8,032 84
"	1899	346,956 54	987,186 44	57,869 18	1,392,012 16	7,410 00	9,960 64	10,000 00
"	1900	100,534 64	752,799 27	14,298 74	867,632 65	4,137 04	11,092 06	10,897 79
"	1901	111,158 39	390,112 78	76,501 57	577,772 74	.....	12,342 32	11,755 09
"	1902	42,209 89	421,945 81	137,818 22	601,973 92	.....	14,403 28	13,673 26
"	1903	10,266 92	320,354 92	18,483 34	349,105 18	.....	15,246 91	20,092 79
"	1904	18,700 00	256,536 30	26,774 27	302,010 57	1,978 85	20,570 17	19,430 05
"	1905	8,108 99	292,337 29	8,109 98	(8,209 63)	5,573 69	23,399 45	21,492 46
"	1906	.....	140,920 65	.....	( 308,556 26)	20,493 00	17,289 42	16,148 66
"	1907	.....	45,782 52	754 91	46,537 43	18,405 65	13,953 58	8,501 57
Totals		877,090 57	6,006,626 92	2,158,242 00	*10,373,311 29	91,369 89	377,590 24	352,598 42

* Original construction. \$ 1,320,655 54
Cost of enlargement. 9,052,655 75

Total \$10,373,311 29

Included in total cost of St. Lawrence River and Canals, page 9.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

WELLAND CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government.....		222,220 00			
Government expenditure prior to Confederation		7,416,019 83			
" since " .. 1868		12,097 84		37,679 05	38,852 96
" " " .. 1869		43,486 36		39,060 61	50,773 03
" " " .. 1870			22,173 72	40,340 45	65,009 19
" " " .. 1871			48,569 10	42,383 33	53,381 02
" " " .. 1872		53,680 32	6,022 44	37,085 37	50,276 90
" " " .. 1873		82,282 20	47,876 27	45,382 99	66,550 73
" " " .. 1874		746,420 61		50,966 48	103,666 99
" " " .. 1875		1,047,119 91		52,595 00	88,539 99
" " " .. 1876		1,569,478 19	700 00	57,623 31	81,376 12
" " " .. 1877		2,199,962 61		59,963 47	49,783 93
" " " .. 1878		2,138,392 99		60,138 59	66,393 53
" " " .. 1879		1,552,697 41		59,912 23	56,755 57
" " " .. 1880		1,252,924 75		63,198 10	76,535 25
" " " .. 1881		1,242,943 37	6,593 19	56,398 04	69,249 53
" " " .. 1882		603,402 17	13,664 80	74,641 51	84,374 97
" " " .. 1883		549,433 29	5,979 03	109,207 21	72,707 62
" " " .. 1884		432,336 21		113,276 87	90,926 97
" " " .. 1885		463,505 38	6,150 21	112,670 00	91,534 66
" " " .. 1886		215,380 75	1,359 00	111,660 22	69,507 48
" " " .. 1887		1,071,073 87	3,828 67	109,371 69	77,440 80
" " " .. 1888		429,720 94	10,740 86	110,806 01	86,518 97
" " " .. 1889		225,910 21	43,803 80	113,587 05	77,547 77
" " " .. 1890		117,633 22	51,648 28	109,202 02	72,686 19
" " " .. 1891		36,371 03	19,767 73	107,662 63	82,548 30
" " " .. 1892		29,541 21	9,008 80	104,673 73	73,771 87
" " " .. 1893		8,259 94	25,103 13	104,926 73	65,016 84
" " " .. 1894		1,571 78	13,430 20	102,018 80	53,053 71
" " " .. 1895		3,809 35	24,245 02	90,438 07	48,270 94
" " " .. 1896		1,677 67	18,768 99	87,988 11	62,542 64
" " " .. 1897		2,282 35	22,283 06	88,095 20	41,247 81
" " " .. 1898			34,803 25	84,806 54	59,571 66
" " " .. 1899			30,099 84	86,110 88	56,270 60
" " " .. 1900		18,167 29	37,164 84	84,888 36	59,507 64
" " " .. 1901		224,536 96	87,777 43	86,889 24	72,055 89
" " " .. 1902		303,997 81	78,905 37	88,048 95	69,279 90
" " " .. 1903		315,819 49	94,127 21	90,684 05	72,004 59
" " " .. 1904		555,751 00	31,140 58	91,115 35	85,717 88
" " " .. 1905		890,457 82	34,559 42	91,928 96	111,418 62
" " " .. 1906		715,198 24	28,799 66	107,932 96	78,704 93
" " " .. 1907		480,305 03	56,036 47	75,031 24	53,247 50
Total		* 27,275,869 40	915,130 37	3,240,419 40	2,784,621 49

* Total expenditure as above..... \$ 27,275,869 40
Less expenditure by Imperial Government..... 222,220 00

Agreeing with Public Accounts Balance Sheet, 1907, page 4....\$ 27,053,649 40

Original cost of construction, including first enlargement.....\$ 7,693,824 03
Enlargement, including new Welland Canal..... 19,582,045 37

Total expenditure as above.....\$ 27,275,869 40

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

STE. ANNE'S LOCK AND CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		134,456 51			
" since "	1868			778 16	432 47
" " "	1869			1,062 96	1,873 51
" " "	1870			1,136 54	1,280 36
" " "	1871			1,285 84	1,539 02
" " "	1872		1,939 46	1,106 80	1,393 63
" " "	1873		540 11	2,199 64	1,264 40
" " "	1874	12,753 27		2,614 90	7,208 63
" " "	1875	32,627 71		1,859 20	4,506 68
" " "	1876	24,935 85		1,952 14	4,033 72
" " "	1877	30,003 08		1,982 65	1,756 93
" " "	1878	14,618 85		2,057 32	541 95
" " "	1879	22,113 02		2,202 03	3,259 70
" " "	1880	3,054 68		2,152 57	1,704 71
" " "	1881	69,042 76		2,553 02	3,257 92
" " "	1882	193,158 36		2,611 30	2,343 99
" " "	1883	172,959 95		2,569 86	3,448 83
" " "	1884	142,006 25		2,775 32	2,725 49
" " "	1885	93,679 57		2,618 60	4,042 04
" " "	1886	129,681 67		2,611 90	5,803 01
" " "	1887	45,276 08	6,054 10	2,537 41	1,499 96
" " "	1888	18,910 55	1,372 59	2,505 61	1,380 75
" " "	1889	24,786 33		2,569 22	1,730 79
" " "	1890	6,151 14		2,571 04	1,525 51
" " "	1891		8,173 69	2,505 69	1,503 56
" " "	1892		25,471 61	2,571 28	1,666 21
" " "	1893		6,521 88	2,581 08	2,800 03
" " "	1894		3,497 56	2,640 00	2,799 63
" " "	1895		3,694 33	2,508 14	3,025 91
" " "	1896			2,495 54	4,993 89
" " "	1897			2,357 51	1,688 12
" " "	1898			1,904 10	1,699 44
" " "	1899			1,920 12	1,997 96
" " "	1900			1,840 51	2,679 21
" " "	1901			1,895 89	3,999 02
" " "	1902			1,994 52	3,015 97
" " "	1903		1,984 39	2,072 17	4,684 42
" " "	1904			2,292 94	2,244 13
" " "	1905			2,151 01	6,091 44
" " "	1906			2,259 16	2,294 86
" " "	1907		2,449 96	1,595 62	901 47
Total.....		*1,170,215 63	61,699 68	85,899 31	106,639 27

* Included in total cost of Ottawa River Works, see page 19.

Original construction.....	\$ 134,456 51
Enlargement, including new lock.....	1,035,759 12
	<u>\$ 1,170,215 63</u>

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CARILLON AND GRENVILLE CANAL.

		Year ending	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government.....						
Government expenditure prior to Confederation			63,053 64			
	since	1868		19,817 22	6,301 88	8,911 28
"	"	1869			6,549 38	10,157 42
"	"	1870		4,167 96	6,617 81	9,852 09
"	"	1871		23,119 37	8,676 90	8,218 24
"	"	1872	165,257 28		8,324 51	17,235 31
"	"	1873	133,199 10	3,051 38	10,068 28	8,781 50
"	"	1874	245,258 38		10,710 88	10,605 82
"	"	1875	339,864 76		10,378 57	18,520 44
"	"	1876	326,203 16		10,764 38	11,475 96
"	"	1877	245,738 04		11,050 27	10,304 06
"	"	1878	22,676 20		11,401 30	5,082 72
"	"	1879	243,141 24		11,501 22	7,629 98
"	"	1880	281,514 27		11,959 14	7,625 54
"	"	1881	336,707 53		13,059 18	8,076 91
"	"	1882	433,084 39		14,387 49	7,582 68
"	"	1883	433,575 10		17,479 58	8,310 02
"	"	1884	399,267 16		17,393 91	7,918 42
"	"	1885	157,187 72		19,702 30	10,429 26
"	"	1886	104,973 24	75 00	20,597 82	9,303 31
"	"	1887	20,747 11		20,011 36	10,554 41
"	"	1888	38,996 29		21,531 12	10,036 62
"	"	1889	298 17		22,098 88	10,135 66
"	"	1890	17 58	4,526 61	15,896 16	7,582 38
"	"	1891		4,395 25	21,230 22	10,796 68
"	"	1892	34,585 64	15,036 48	17,458 69	8,620 15
"	"	1893	207 00	42,298 74	16,762 71	10,669 28
"	"	1894	335 55	20,034 94	14,144 98	11,620 09
"	"	1895		5,963 76	15,453 21	12,303 25
"	"	1896	3,850 31		13,995 69	12,161 10
"	"	1897	1,908 44	4,939 20	13,780 29	11,607 95
"	"	1898	82,663 37	5,082 03	11,697 81	10,993 61
"	"	1899	39,999 37		11,919 27	11,478 88
"	"	1900	22,802 27	4,476 50	13,657 06	14,666 71
"	"	1901	4,930 65	9,331 95	13,342 22	13,416 00
"	"	1902		16,998 69	13,725 99	19,366 30
"	"	1903		15,992 52	14,348 17	17,766 28
"	"	1904		9,150 07	16,224 94	17,262 29
"	"	1905		8,715 46	15,858 19	19,977 19
"	"	1906		24,179 33	18,232 71	10,924 72
"	"	1907		9,393 38	16,749 03	7,036 40
Total.....			†4,182,092 96	250,745 84	565,043 50	444,996 91

* Expenditure not given—records relating to same were kept in Ordnance Office at Montreal and were destroyed by fire in 1852.

† Included in total cost of Ottawa River Works, see page 19, cost of enlargement, \$4,119,039.32.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CULBUTE LOCK AND DAM.

	Year ending	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation.	1868	.....	.....	.....	.....
" " " ..	1869	.....	.....	.....	.....
" " " ..	1870	.....	.....	.....	.....
" " " ..	1871	.....	.....	.....	.....
" " " ..	1872	.....	.....	.....	.....
" " " ..	1873	.....	835 53	.....	.....
" " " ..	1874	.....	38,388 99	.....	.....
" " " ..	1875	63,659 29	.....	.....	.....
" " " ..	1876	76,842 44	.....	.....	.....
" " " ..	1877	56,081 87	.....	.....	.....
" " " ..	1878	5,933 53	.....	.....	.....
" " " ..	1879	20,694 19	.....	.....	.....
" " " ..	1880	16,688 20	.....	202 50	259 31
" " " ..	1881	4,721 62	.....	962 85	.....
" " " ..	1882	29,567 15	.....	790 00	162 33
" " " ..	1883	14,249 60	.....	695 00	288 99
" " " ..	1884	8,151 16	.....	733 50	.....
" " " ..	1885	19,071 76	.....	730 00	572 75
" " " ..	1886	26,385 27	.....	730 00	2,396 14
" " " ..	1887	7,760 88	.....	730 00	967 33
" " " ..	1888	7,573 99	.....	739 50	730 60
" " " ..	1889	17,112 01	.....	1,050 00	116 53
" " " ..	1890	2,818 35	.....	747 83	.....
" " " ..	1891	2,183 15	9,122 05	745 25	499 91
" " " ..	1892	.....	1,546 25	736 00	.....
" " " ..	1893	.....	1,420 65	749 00	13 55
" " " ..	1894	.....	2,540 14	730 00	494 43
" " " ..	1895	.....	1,475 26	436 05	434 28
" " " ..	1896	.....	.....	.....	.....
" " " ..	1897	.....	.....	.....	.....
" " " ..	1898	.....	.....	.....	100 00
" " " ..	1899	.....	.....	.....	.....
" " " ..	1900	3,085 00	.....	.....	.....
" " " ..	1901	197 00	.....	.....	.....
" " " ..	1902	.....	1,135 00	.....	.....
" " " ..	1903	.....	.....	.....	.....
" " " ..	1904	.....	2,204 50	.....	.....
" " " ..	1905	.....	2,255 00	.....	.....
" " " ..	1906	.....	.....	.....	.....
" " " ..	1907	.....	.....	.....	.....
Total.....	.....	*382,776 46	60,923 37	11,507 48	7,036 15

* Included in total cost of Ottawa River Works, see page 19.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

RIDEAU CANAL.

	Year ending	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government.....		3,911,701 47			
Government expenditure prior to Confederation.....		153,062 60			
" since ".....	1868	166 50	7,298 12	18,397 28	16,475 21
" " ".....	1869			19,250 71	13,140 77
" " ".....	1870		13 16	20,022 37	19,469 33
" " ".....	1871		11,732 98	22,814 58	18,120 52
" " ".....	1872		4,967 50	22,139 48	14,005 32
" " ".....	1873		18,070 97	22,841 51	26,074 49
" " ".....	1874		5,793 16	26,815 44	22,957 40
" " ".....	1875	9,310 85		26,553 37	19,699 81
" " ".....	1876	2,163 96		26,430 77	14,428 25
" " ".....	1877	214 11		25,959 56	14,198 18
" " ".....	1878			26,651 51	11,034 22
" " ".....	1879	7,703 88		26,042 52	7,134 55
" " ".....	1880			26,463 88	11,434 05
" " ".....	1881		133 50	26,024 71	8,627 00
" " ".....	1882			26,915 29	13,860 28
" " ".....	1883		70 65	27 322 81	23,524 84
" " ".....	1884		4,597 50	26,938 95	19,245 02
" " ".....	1885		2,098 76	26,971 32	18,189 55
" " ".....	1886		550 00	27,045 95	35,648 04
" " ".....	1887		20,823 96	29,440 46	18,565 34
" " ".....	1888		18,889 48	33,458 83	25,478 87
" " ".....	1889		6,665 22	33,801 77	18,106 36
" " ".....	1890		21,124 10	34,270 57	18,025 21
" " ".....	1891		20,967 25	34,641 98	21,537 56
" " ".....	1892		31,363 23	35,500 82	21,507 16
" " ".....	1893		24,274 71	35,022 49	18,789 50
" " ".....	1894		14,485 11	34,943 35	16,939 47
" " ".....	1895		31,559 48	33,827 08	19,897 32
" " ".....	1896		21,452 29	34,052 77	30,196 38
" " ".....	1897		19,079 11	31,461 55	29,535 94
" " ".....	1898		13,608 39	30,759 05	26,599 93
" " ".....	1899		700 29	30,751 20	28,199 49
" " ".....	1900		11,780 41	30,623 27	30,237 09
" " ".....	1901			31,334 40	33,791 17
" " ".....	1902		8,894 40	32,193 66	33,959 86
" " ".....	1903		16,235 13	34,595 31	36,424 23
" " ".....	1904		13,525 04	39,127 96	38,496 78
" " ".....	1905	1,565 84	14,513 35	40,838 81	49,790 55
" " ".....	1906		5,272 90	41,819 77	54,495 63
" " ".....	1907		14,322 03	30,667 34	44,627 82
Total.....		*4,085,889 21	384,862 18	1,184,734 45	942,468 49

* Ottawa River Works.

Ste. Anne's Lock, page 16.....	\$ 1,170,215 63
Carillon and Grenville Canal, page 17.....	4,182,092 96
Culbute Canal, page 18.....	382,776 46
Rideau Canal, as above.....	\$ 4,085,889 21
Less expenditure by Imperial Government.....	3,911,701 47

174,187 74

Total Ottawa River Works (Capital).....

\$ 5,909,272 79

Add expenditure on slides and booms prior to Confederation..... \$ 719,247 13

" " " since "..... 7,243 60

" on Chats Canals prior to Confederation..... 482,950 81

" in 1881, charged to Miscellaneous, see page 229, part ii,

Public Accounts..... 1,136 84

Add amount transferred, see page xxxvi, Public Accounts Balance Sheet, 1881..... 233,555 85

1,444,134 23

\$ 7,353,407 02

Less expenditure prior to Confederation, transferred to Income Account. \$ 320,618 28

Less expenditure in 1872, on Carillon and Grenville Canal, as shown in

Public Accounts Balance Sheet, page xx, under Miscellaneous... 165,257 28

485,875 56

Agreeing with Balance Sheet, Public Accounts, 1907, page 4..... \$ 6,867,531 46

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.W. C. LITTLE,
Accountant.

7-8 EDWARD VII., A. 1908

STATEMENT showing the amounts expended on Construction, Renewals, &c.--Continued.

ST. OURS LOCK.

	Year ending	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		121,537 65			
" since	1868			1,532 75	753 74
"	1869			1,755 15	1,399 18
"	1870			1,458 09	1,006 22
"	1871			1,414 48	1,210 98
"	1872			1,565 80	1,263 19
"	1873			2,076 50	1,575 10
"	1874			2,219 13	2,363 42
"	1875			1,362 22	1,245 69
"	1876			1,403 92	1,601 71
"	1877			1,533 40	750 80
"	1878			1,556 65	283 77
"	1879			1,581 55	456 07
"	1880			1,614 01	705 54
"	1881			1,741 97	1,299 77
"	1882			2,002 71	1,902 41
"	1883		17,230 32	2,361 65	2,188 08
"	1884		5,279 17	2,315 37	1,494 99
"	1885		4,700 64	2,271 57	3,652 63
"	1886			2,311 70	4,143 47
"	1887			2,175 37	5,864 78
"	1888			2,216 04	2,801 17
"	1889		17,964 45	2,421 14	2,002 63
"	1890		24,571 96	2,138 40	1,935 44
"	1891		21,696 74	2,011 08	4,460 16
"	1892		3,585 34	2,168 44	1,944 33
"	1893			2,136 66	1,994 34
"	1894			2,216 68	924 55
"	1895			2,161 63	915 50
"	1896			2,094 91	1,678 49
"	1897			2,135 60	707 06
"	1898			2,049 67	692 04
"	1899			2,244 12	1,494 93
"	1900		1,596 88	2,181 43	2,681 10
"	1901		3,610 06	2,128 25	1,681 44
"	1902		15,549 27	2,262 39	984 36
"	1903		9,344 89	2,288 63	1,671 83
"	1904		7,984 41	2,334 67	1,690 61
"	1905		14,900 90	2,479 66	1,716 35
"	1906		7,307 39	2,582 95	3,872 75
"	1907		4,260 00	2,064 62	1,142 79
Total ..		*121,537 65	159,522 42	80,570 96	72,153 41

* Included in the total cost of Chambly Canal and Richelieu River, see page 21.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CHAMBLY CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation	.....	634,711 76	.....	.....	.....
" since	1868	.....	.....	8,312 90	9,355 70
"	1869	.....	.....	8,437 22	13,120 97
"	1870	.....	.....	8,934 41	20,180 73
"	1871	.....	2,839 85	10,214 71	22,426 33
"	1872	.....	1,906 40	9,628 50	22,327 99
"	1873	.....	759 00	10,390 44	11,789 27
"	1874	.....	2,810 00	11,675 67	16,427 19
"	1875	2,415 00	.....	12,201 99	16,306 91
"	1876	.....	.....	10,593 14	13,273 56
"	1877	80 00	.....	10,281 78	10,111 32
"	1878	.....	.....	10,413 99	6,022 96
"	1879	.....	.....	11,301 53	8,809 77
"	1880	.....	.....	11,516 22	12,377 74
"	1881	.....	.....	13,950 47	20,705 17
"	1882	.....	31,796 41	16,686 78	16,843 60
"	1883	.....	21,332 36	15,904 38	15,182 24
"	1884	.....	41,640 77	18,448 85	12,003 34
"	1885	.....	21,049 23	18,378 55	13,046 95
"	1886	.....	14,547 27	19,501 28	11,999 77
"	1887	.....	17,911 17	19,053 62	20,071 37
"	1888	.....	65,536 64	20,073 60	11,823 74
"	1889	.....	51,437 87	19,679 22	19,392 18
"	1890	.....	23,221 48	19,655 38	14,399 93
"	1891	.....	43,344 41	19,204 76	11,399 93
"	1892	.....	38,353 99	19,665 22	12,976 48
"	1893	.....	21,127 65	19,310 29	12,451 03
"	1894	.....	8,567 78	19,040 93	11,920 74
"	1895	.....	6,147 63	19,325 49	11,779 12
"	1896	.....	3,694 63	19,349 65	11,801 12
"	1897	.....	12,665 88	18,754 17	13,128 55
"	1898	.....	13,184 68	17,992 90	12,466 51
"	1899	.....	15,255 42	18,336 50	11,997 51
"	1900	.....	5,448 88	18,397 58	13,995 00
"	1901	.....	1,195 09	18,529 48	17,572 35
"	1902	.....	19,132 80	18,832 25	17,313 02
"	1903	.....	8,977 43	19,286 10	21,745 65
"	1904	.....	26,701 59	21,544 69	25,656 00
"	1905	.....	33,066 50	26,970 79	19,896 57
"	1906	.....	26,192 72	26,039 53	25,173 48
"	1907	.....	29,953 80	19,916 33	22,508 88
Less proceeds of sale of piece of land.....	.....	637,206 76 150 00	.....	.....	.....
Total .....	.....	*637,056 76	609,799 33	655,731 29	611,780 67

* Chambly Canal and River Richelieu.

Chambly Canal, as above. \$ 637,056 76
 St. Ours Lock, see page 20. 121,537 65

Less amount deducted at Confederation, see
 Public Accounts, 1868, part i, page 9. \$ 758,594 41

Government expenditure prior to Confederation,
 Chambly Canal, as above. \$ 634,711 76
 St. Ours Lock, see page 20. 121,537 65

Returned as an asset in Public Accounts, 1868.. 433,807 83
 \$ 756,249 41
 322,441 58

Agreeing with Public Accounts, 1907, page 4.....\$ 436,152 83

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

MURRAY CANAL.

				Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation								
"	since	"	..	1868		400 00		
"	"	"	..	1869				
"	"	"	..	1870				
"	"	"	..	1871				
"	"	"	..	1872				
"	"	"	..	1873				
"	"	"	..	1874				
"	"	"	..	1875				
"	"	"	..	1876				
"	"	"	..	1877				
"	"	"	..	1878				
"	"	"	..	1879				
"	"	"	..	1880				
"	"	"	..	1881				
"	"	"	..	1882	7,135 63			
"	"	"	..	1883	84,071 68			
"	"	"	..	1884	118,187 43			
"	"	"	..	1885	148,902 66			
"	"	"	..	1886	179,704 52			
"	"	"	..	1887	142,563 66			
"	"	"	..	1888	146,754 37			
"	"	"	..	1889	215,326 46			
"	"	"	..	1890	106,760 35		494 31	
"	"	"	..	1891	61,260 49		5,137 03	173 53
"	"	"	..	1892	5,964 22		5,803 48	3,505 15
"	"	"	..	1893	30,838 79		5,499 62	5,341 34
"	"	"	..	1894			5,667 52	5,295 57
"	"	"	..	1895			5,354 97	5,063 49
"	"	"	..	1896			5,409 10	5,410 33
"	"	"	..	1897			5,526 87	3,966 41
"	"	"	..	1898			5,799 94	4,710 23
"	"	"	..	1899			5,073 70	3,533 68
"	"	"	..	1900			5,613 83	2,777 60
"	"	"	..	1901			5,175 74	1,138 15
"	"	"	..	1902			5,254 51	6,377 19
"	"	"	..	1903	500 00		5,757 00	4,627 70
"	"	"	..	1904	750 00	2,521 13	5,291 43	6,075 94
"	"	"	..	1905	100 00	740 45	5,346 62	4,452 68
"	"	"	..	1906		293 75	5,183 61	2,840 91
"	"	"	..	1907		10,423 00	2,788 14	1,710 55
Total.....				.....	*1,248,820 26	14,378 33	90,177 42	67,000 45

* Agreeing with Public Accounts Balance Sheet, 1907, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

TRENT CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		309,371 31			
" since "	1868				
" " "	1869				
" " "	1870				
" " "	1871				
" " "	1872				
" " "	1873				
" " "	1874				
" " "	1875				
" " "	1876				
" " "	1877				
" " "	1878				
" " "	1879				
" " "	1880	561 50		1,188 92	3,568 89
" " "	1881			2,489 93	2,233 50
" " "	1882		5,836 51	2,011 92	8,115 50
" " "	1883	40,767 16	9,303 66	2,235 50	3,047 42
" " "	1884	120,393 91	6,198 57	2,208 64	5,264 35
" " "	1885	121,382 84		3,303 87	4,653 50
" " "	1886	75,103 30		1,639 75	5,917 88
" " "	1887	179,541 63		1,938 08	6,008 88
" " "	1888	114,879 35		1,770 29	5,151 42
" " "	1889	47,592 13	29,677 92	3,242 05	5,935 94
" " "	1890	58,644 50	11,522 65	3,450 99	730 55
" " "	1891	9,826 49	3,164 81	3,803 66	4,888 98
" " "	1892	4,457 28	6,506 97	3,695 85	4,721 85
" " "	1893	5,962 47	10,838 90	3,739 86	2,087 17
" " "	1894	3,412 32	20,403 93	3,785 47	4,988 59
" " "	1895	53,907 70	21,143 41	4,184 18	3,374 49
" " "	1896	392,976 08	6,185 75	4,349 34	3,329 97
" " "	1897	486,575 70	13,880 37	4,965 39	3,497 90
" " "	1898	351,273 31	8,991 54	5,034 60	4,998 80
" " "	1899	166,611 49	6,179 79	5,048 72	6,454 49
" " "	1900	334,583 01	8,043 39	5,131 52	9,989 26
" " "	1901	284,503 89	10,494 82	5,254 51	13,075 89
" " "	1902	449,075 45	26,165 93	5,575 52	14,984 88
" " "	1903	523,950 74	18,548 58	6,993 25	10,791 15
" " "	1904	489,038 44	21,228 55	7,237 05	21,179 12
" " "	1905	333,261 75	36,853 28	12,071 88	26,056 78
" " "	1906	319,789 49	26,030 36	17,440 68	33,398 85
" " "	1907	153,045 42	35,360 10	19,229 25	36,516 47
Total		*5,430,488 66	342,559 79	143,020 67	254,962 47

* Total expenditure on Capital Account as above..... \$5,430,488 66
LESS—Expenditure prior to Confederation.....\$ 309,371 31
" Year 1880. 561 50
309,932 81
Agreeing with Public Account Balance Sheet, 1907, page 4.. \$5,120 555 85

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

STATEMENT showing the amounts expended on Construction, Renewals, &c. —*Continued.*

TAY CANAL.

	Year ending.	Capital.		Renewals Chargeable to Income.		Staff.		Repairs.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Government expenditure since Confederation.	1868	.....	.....	.....	.....	.....	.....	.....	.....
"	1869	.....	.....	.....	.....	.....	.....	.....	.....
"	1870	.....	.....	.....	.....	.....	.....	.....	.....
"	1871	.....	.....	.....	.....	.....	.....	.....	.....
"	1872	.....	.....	.....	.....	.....	.....	.....	.....
"	1873	.....	.....	.....	.....	.....	.....	.....	.....
"	1874	.....	.....	.....	.....	.....	.....	.....	.....
"	1875	.....	.....	.....	.....	.....	.....	.....	.....
"	1876	.....	.....	.....	.....	.....	.....	.....	.....
"	1877	.....	.....	.....	.....	.....	.....	.....	.....
"	1878	.....	.....	.....	.....	.....	.....	.....	.....
"	1879	.....	.....	.....	.....	.....	.....	.....	.....
"	1880	.....	.....	.....	.....	.....	.....	.....	.....
"	1881	.....	.....	.....	.....	.....	.....	.....	.....
"	1882	.....	.....	748	65	.....	.....	.....	.....
"	1883	4,831	80	.....	.....	.....	.....	.....	.....
"	1884	50,878	12	.....	.....	.....	.....	.....	.....
"	1885	92,473	97	.....	.....	.....	.....	.....	.....
"	1886	65,561	51	.....	.....	.....	.....	.....	.....
"	1887	49,617	92	.....	.....	.....	.....	.....	.....
"	1888	54,166	57	.....	.....	.....	.....	.....	.....
"	1889	89,486	18	.....	.....	.....	.....	.....	.....
"	1890	22,226	23	.....	.....	*	.....	*	.....
"	1891	17,114	78	.....	.....	*	.....	*	.....
"	1892	29,771	65	.....	.....	*	.....	*	.....
"	1893	.....	.....	.....	.....	*	.....	*	.....
4	1894	.....	.....	.....	.....	*	.....	*	.....
"	1895	.....	.....	.....	.....	*	.....	*	.....
"	1896	.....	.....	.....	.....	*	.....	*	.....
"	1897	10,720	50	.....	.....	*	.....	*	.....
"	1898	.....	.....	.....	.....	*	.....	*	.....
"	1899	.....	.....	.....	.....	*	.....	*	.....
"	1900	2,750	00	.....	.....	+	.....	*	.....
"	1901	.....	.....	.....	.....	+	.....	*	.....
"	1902	.....	.....	.....	.....	+	.....	*	.....
"	1903	.....	.....	.....	.....	+	.....	*	.....
"	1904	.....	.....	.....	.....	*	.....	+	.....
"	1905	.....	.....	.....	.....	*	.....	*	.....
"	1906	.....	.....	.....	.....	*	.....	*	.....
"	1907	.....	.....	.....	.....	+	.....	*	.....
Total.....	.....	+489,599	23	748	65	*	.....	*	.....

* Included in Rideau Canal.
† Agreeing with Public Accounts, 1907, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

SAULT STE. MARIE CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation.	1868	.....	.....	.....	.....
" " " "	1869	.....	.....	.....	.....
" " " "	1870	.....	.....	.....	.....
" " " "	1871	.....	.....	.....	.....
" " " "	1872	.....	949 35	.....	.....
" " " "	1873	.....	.....	.....	.....
" " " "	1874	.....	.....	.....	.....
" " " "	1875	.....	.....	.....	.....
" " " "	1876	.....	.....	.....	.....
" " " "	1877	.....	.....	.....	.....
" " " "	1878	.....	.....	.....	.....
" " " "	1879	.....	.....	.....	.....
" " " "	1880	.....	.....	.....	.....
" " " "	1881	.....	.....	.....	.....
" " " "	1882	.....	.....	.....	.....
" " " "	1883	.....	.....	.....	.....
" " " "	1884	.....	.....	.....	.....
" " " "	1885	.....	.....	.....	.....
" " " "	1886	.....	.....	.....	.....
" " " "	1887	.....	.....	.....	.....
" " " "	1888	8,145 06	.....	.....	.....
" " " "	1889	34,018 95	.....	.....	.....
" " " "	1890	176,568 55	.....	.....	.....
" " " "	1891	325,336 33	.....	.....	.....
" " " "	1892	341,474 31	.....	.....	.....
" " " "	1893	589,801 25	.....	.....	.....
" " " "	1894	1,316,529 29	.....	.....	.....
" " " "	1895	466,151 50	.....	3,432 73	.....
" " " "	1896	189,986 59	.....	16,074 70	2,650 17
" " " "	1897	209,561 82	.....	15,381 59	7,671 79
" " " "	1898	21,004 56	.....	14,389 92	8,172 09
" " " "	1899	63,935 48	.....	13,840 24	6,564 40
" " " "	1900	27,157 98	.....	13,901 40	13,219 87
" " " "	1901	323,353 93	48 39	13,730 93	10,289 18
" " " "	1902	122,505 73	.....	15,920 80	14,839 71
" " " "	1903	65,933 43	.....	16,077 22	10,855 70
" " " "	1904	32,029 54	.....	14,653 35	9,491 44
" " " "	1905	116,181 69	.....	15,681 55	14,776 33
" " " "	1906	120,600 00	.....	15,878 11	20,086 15
" " " "	1907	95,504 63	.....	12,290 94	11,520 53
Total		*4 639,180 62	997 74	181,253 48	130,137 36

*Agreeing with Public Accounts, 1907, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

SOULANGES CANAL.

				Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation				1868				
"	since	"	1869					
"	"	"	1870					
"	"	"	1871					
"	"	"	1872					
"	"	"	1873					
"	"	"	1874					
"	"	"	1875					
"	"	"	1876					
"	"	"	1877					
"	"	"	1878					
"	"	"	1879					
"	"	"	1880					
"	"	"	1881					
"	"	"	1882					
"	"	"	1883					
"	"	"	1884					
"	"	"	1885					
"	"	"	1886					
"	"	"	1887					
"	"	"	1888					
"	"	"	1889					
"	"	"	1890					
"	"	"	1891					
"	"	"	1892		54,235 76			
"	"	"	1893		210,336 24			
"	"	"	1894		723,380 95			
"	"	"	1895		752,016 53			
"	"	"	1896		535,939 07			
"	"	"	1897		363,126 06			
"	"	"	1898		1,016,401 00			
"	"	"	1899		1,442,824 22			
"	"	"	1900		693,806 24		6,711 84	5,000 00
"	"	"	1901		462,626 36	115 00	25,154 78	5,888 77
"	"	"	1902		235,021 79		22,672 50	2,267 13
"	"	"	1903		248,929 10		31,987 06	10,362 23
"	"	"	1904		113,328 45	15,608 69	25,235 25	39,382 01
"	"	"	1905		34,202 71	30,406 25	25,432 49	21,174 84
"	"	"	1906		5,000 22	16,033 79	24,817 37	17,096 33
"	"	"	1907		13,508 88	3,216 29	19,964 04	15,604 71
Total.....					*6,904,683 58	65,380 02	181,975 33	116,776 02

*Included in total cost of St. Lawrence River and Canals, see part i, page 9.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

STATEMENT showing amount expended on Construction and Enlargement of Canals, to
March 31, 1907.

Canal.	Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
St. Peter's.....	648,547 14	.....	648,547 14
Lachine.. . . .	2,589,532 85	9,008,217 93	11,597,750 78
Beauharnois.....	1,636,690 26	.....	1,636,690 26
St. Lawrence River and Canals.....	18,442 85	3,293,397 95	3,311,840 80
Lake St. Louis.....	.....	298,176 11	298,176 11
Lake St. Francis. . . . .	.....	75,906 71	75,906 71
Cornwall.....	1,945,624 73	5,278,659 97	7,224,284 70
Williamsburg. { Farran's Point.....	.....	877,090 57	10,373,311 29
{ Galops. . . . .	.....	6,006,626 92	
{ Rapide Plat.....	.....	2,158,242 00	
{ Williamsburg.....	1,320,655 54	10,696 26	
Welland.	7,693,824 03	19,582,045 37	27,275,869 40
Ste. Anne's.....	134,456 51	1,035,759 12	1,170,215 63
*Carillon and Grenville.....	63,053 64	4,119,039 32	4,182,092 96
Culbute.	382,776 46	.....	382,776 46
Rideau	4,085,889 21	.....	4,085,889 21
St. Ours.....	121,537 65	.....	121,537 65
Chambly.....	637,056 76	.....	637,056 76
Murray.....	1,248,820 26	.....	1,248,820 26
Trent.....	5,430,488 66	.....	5,430,488 66
Tay.....	489,599 23	.....	489,599 23
Sault Ste. Marie.....	4,639,180 62	.....	4,639,180 62
Soulanges.....	6,904,683 58	.....	6,904,683 58
Total	39,990,859 98	51,743,858 23	91,734,718 21

*Construction by Imperial Government not included, records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

*RECAPITULATION—EXPENDITURE on Canals, also showing Revenue received.

	Year ending	Capital.	Income.	Staff.	Repairs.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation, in- cluding Imperial Govern- ment...		20,593,866 13	98,378 46			
Government expenditure since Confederation ...	1868	33,784 06	95,347 79	113,084 50	101,646 44	403,879 19
"	1869	126,898 20	55 00	116,069 76	118,579 31	400,263 32
"	1870		90,355 96	120,403 02	150,176 70	414,687 02
"	1871		116,429 54	135,040 81	140,467 52	488,538 76
"	1872	255,645 75	33,289 27	124,137 09	152,086 25	466,847 52
"	1873	256,547 27	127,369 55	148,581 18	186,573 13	486,433 26
"	1874	1,189,591 91	51,037 05	167,194 40	213,613 86	510,755 99
"	1875	1,714,830 37	479 00	168,401 21	203,226 85	414,979 59
"	1876	2,388,733 46	810 75	178,411 80	190,578 45	390,337 04
"	1877	4,131,374 30	22 30	179,661 40	138,448 51	390,857 37
"	1878	3,843,338 62		187,521 31	122,251 60	373,814 17
"	1879	3,064,098 61		191,892 44	115,349 99	337,675 13
"	1880	2,123,366 34		195,039 33	147,167 52	341,598 14
"	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
"	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
"	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
"	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
"	1885	1,504,621 47	58,297 59	280,226 20	201,708 47	321,289 47
"	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
"	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
"	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
"	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
"	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
"	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
"	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
"	1893	2,069,573 30	196,185 84	291,588 97	204,759 39	357,089 87
"	1894	3,027,164 19	109,216 33	294,446 34	179,630 13	387,788 97
"	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
"	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
"	1897	2,348,636 91	101,205 74	287,970 36	178,385 47	384,780 53
"	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,652 81
"	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 38
"	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 86
"	1901	2,360,569 89	135,500 57	314,095 04	262,876 07	315,425 69
"	1902	2,114,689 88	213,044 91	317,838 61	263,768 27	300,413 68
"	1903	1,823,273 61	275,103 58	390,281 82	294,113 92	230,213 15
"	1904	1,880,787 20	298,678 23	381,016 82	350,278 54	79,536 51
"	1905	2,071,593 72	352,855 43	431,499 60	401,742 79	78,009 21
"	1906	1 552,121 21	310,716 70	447,962 92	375,889 60	108,067 76
"	1907	887,838 61	254,423 18	329,629 63	287,231 03	105,003 15
Total		91,734,718 21	4,579,080 95	10,231,111 00	8,151,491 29	13,618,586 47

*This does not include expenditure which has been charged to Canals—General—but amounts expended on specified canals.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

HYDRAULIC AND OTHER RENTS.

Balances due July 1, 1906.	Accrued during the nine months ended March 31, 1907.	Totals.	1906 1907.	Abatement.	Deposited to the credit of the Receiver General.	Balances due March 31, 1907.	Totals.
\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.
61,793 44	33,568 06	95,361 50	Welland canal.....		32,174 06	63,178 44	95,361 50
3,303 67	2,399 00	5,702 67	Williamsburg canal.....		728 00	4,974 67	5,702 67
7,914 37	7,518 50	15,432 87	Cornwall canal.....	240 00	7,482 50	7,710 37	15,432 87
11,265 84	2,421 00	13,686 84	Beauharnois canal.....		517 00	13,169 84	13,686 84
34,898 15	45,410 62	80,308 77	Lachine canal.....	160 00	45,700 61	34,448 16	80,308 77
574 84	111 00	685 84	Chambly canal.....		55 00	630 84	685 84
2,736 08	2,221 05	4,957 13	Rideau canal.....	305 11	1,651 30	3,000 72	4,957 13
1,337 45	2,073 04	3,410 49	Trent Valley canal.....	200 00	2,002 54	1,207 95	3,410 49
30 00	230 00	260 00	Sault Ste. Marie canal.....		215 00	45 00	260 00
25,541 83	456 00	25,997 83	Carillon and Grenville canal.....		235 50	25,762 33	25,997 83
5 00	37 00	42 00	Sundry canals.....		33 00	9 00	42 00
	1,573 00	1,573 00	Soulanges canal.....		1,516 00	57 00	1,573 00
149,400 67	98,018 27	247,418 94	Totals.....	905 11	92,310 51	154,203 32	247,418 94

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

[illegible]

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

INTERCOLONIAL RAILWAY.

(Including amounts paid to Nova Scotia Railway and European and North American Railway, N.B.)

				Year.	Construction.	Income.	Working Expenses in- cluding Windsor Branch Ry.	Revenue received, in- cluding Windsor Branch Ry.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure prior to Confederation.....					10,766,725 54			
"	since	"	1868		483,353 65		359,961 08	420,752 58
"	"	"	1869		282,615 18		387,548 47	455,022 76
"	"	"	1870		1,729,381 49		445,208 75	471,245 09
"	"	"	1871		2,916,782 13		442,993 31	565,713 52
"	"	"	1872		5,131,141 51		595,076 22	622,900 56
"	"	"	1873		5,201,450 37		1,011,892 60	703,458 26
"	"	"	1874		3,614,898 81		1,847,175 24	893,430 17
"	"	"	1875		3,426,099 55		1,532,589 62	861,593 43
"	"	"	1876		1,108,321 59		1,277,197 79	848,861 46
"	"	"	1877		1,318,352 19		1,661,673 55	1,154,445 35
"	"	"	1878		408,816 74		1,811,273 56	1,378,946 78
"	"	"	1879		226,639 19		2,010,183 22	1,294,099 69
"	"	"	1880		2,048,014 60		1,607,956 70	1,520,310 45
"	"	"	1881		608,732 80		1,780,353 53	1,777,856 76
"	"	"	1882		585,568 79		2,080,592 37	2,100,315 85
"	"	"	1883		1,616,632 96		2,383,477 20	2,395,034 99
"	"	"	1884		1,405,377 52		2,366,719 95	2,376,666 19
"	"	"	1885		1,195,363 08		2,460,229 87	2,392,605 00
"	"	"	1886		544,958 17		2,508,473 10	2,406,858 88
"	"	"	1887		823,070 86		2,854,158 91	2,621,337 41
"	"	"	1888		742,203 09		3,300,481 94	2,937,337 40
"	"	"	1889		675,228 13		3,174,785 19	2,923,736 46
"	"	"	1890		365,246 48		3,500,455 80	2,958,243 38
"	"	"	1891		79,929 34		3,691,273 65	3,007,630 51
"	"	"	1892		168,101 77		3,458,891 39	2,978,950 82
"	"	"	1893		228,984 79		3,062,207 45	3,099,815 20
"	"	"	1894		166,362 43		2,999,317 07	3,020,485 74
"	"	"	1895		327,034 51		2,964,940 98	2,979,795 59
"	"	"	1896		259,105 23		3,029,304 08	2,994,201 93
"	"	"	1897		145,142 00		2,936,789 71	2,906,631 25
"	"	"	1898		252,367 20	70,000 00	3,275,830 14	3,154,896 49
"	"	"	1899		1,081,929 94	210,000 00	3,478,559 30	3,775,558 08
"	"	"	1900		1,796,348 29		4,444,296 25	4,599,423 14
"	"	"	1901		3,633,836 57		5,477,285 30	5,019,497 76
"	"	"	1902		4,621,841 05		5,596,939 57	5,720,990 50
"	"	"	1903		2,254,256 68		6,214,496 38	6,366,884 53
"	"	"	1904		†1,880,856 60		7,264,263 13	6,392,865 48
"	"	"	1905		3,937,621 93		8,535,689 91	6,833,561 50
"	"	"	1906		‡3,765,170 90		7,599,400 33	7,693,282 40
"	"	"	1907		1,506,209 26		6,045,597 15	6,248,311 00
Total					*73,310,082 91	280,000 00	121,469,539 76	112,873,554 34

* Including \$296,672.90 charged to 'Consolidated Fund.'

† Expenditure for year..... \$ 1,894,856 90

Less refunds of previous years..... 14,000 30

\$ 1,880,856 60

‡ Expenditure for year.... \$ 3,760,942 95

Add refunded cheque of 1901-2 paid during fiscal year

1905-6. 4,227 95

\$ 3,765,170 90

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY—*Concluded.*

Total cost of construction as shown on page 32 \$73,310,082 91

Less amounts transferred from Capital to Consolidated Fund as follows:—

	Nova Scotia Ry.	European and North American Ry.	
1868.....	\$ 16,800 99	\$ 11,302 89	
1870....	34,403 45	1,749 21	
1871.....	50,405 69	.....
1873... ..	106,899 59	75,311 08	
	<hr/>	<hr/>	
	\$ 208,509 72	\$ 88,363 18	
		208,509 72	
		<hr/>	296,872 90
			<hr/>
			\$73,013,210 01
Cape Breton Railway, page 37.....			3,860,679 14
Oxford and New Glasgow Railway, page 36.....			1,949,063 21
Eastern Extension Railway, page 34.....			1,324,042 81
Montreal and European Short Line Railway, page 38.....			333,942 72
Drummond County Railway, page 42.....			1,464,000 00
Canada Eastern Railway, page 45.....			800,000 00
			<hr/>
Total capital cost of Intercolonial Railway system.....			*\$82,744,937 89

* Agreeing with Public Accounts, 1906-7, page 4.

W. C. LITTLE, ·
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907,

7-8 EDWARD VII., A. 1908

EASTERN EXTENSION RAILWAY.

	Year.	Capital.	Working Expenses.	Revenue Received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				
" since "	1868			
" " "	1869			
" " "	1870			
" " "	1871			
" " "	1872			
" " "	1873			
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" " "	1883			
" " "	1884	1,284,311 97	10,033 77	30,767 66
" " "	1885	2,055 92	78,273 65	73,050 01
" " "	1886	183 79	94,756 06	66,893 11
" " "	1887		94,254 04	64,107 16
" " "	1888		90,954 73	70,552 20
" " "	1889	34,235 73	90,719 04	72,436 65
" " "	1890		79,102 77	84,658 95
" " "	1891	3,255 40	*	†
" " "	1892		*	†
" " "	1893		*	†
" " "	1894		*	†
" " "	1895		*	†
" " "	1896		*	†
" " "	1897		*	†
" " "	1898		*	†
" " "	1899		*	†
" " "	1900		*	†
" " "	1901		*	†
" " "	1902		*	†
" " "	1903		*	†
" " "	1904		*	†
" " "	1905		*	†
" " "	1906		"	†
" " "	1907		*	†
Total		† 1,324,042 81	538,094 06	462,465 68

* Included in Intercolonial Railway expenses. † Included in Intercolonial Railway revenue.
‡ Included in total cost of Intercolonial Railway system, page 33.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

CARLETON BRANCH RAILWAY.

	Year.	Capital.	Working Expenses.	Revenue Received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.....	1868			
" since "	1869			
" " "	1870			
" " "	1871			
" " "	1872			
" " "	1873			
" " "	1874			
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" " "	1885			
" " "	1886	85,610 69		
" " "	1887	2,299 62		
" " "	1888	500 17		
" " "	1889			
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" " "	1907			
Total.		*88,410 48		

* Victoria, chap. 6, transferred the Carleton Branch Railway to the city of St. John, N. B., for the sum \$40,000, which sum was paid in March, 1893, to the Receiver General.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

OXFORD AND NEW GLASGOW.

	Year.	Capital.	Working Expenses.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation.....			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
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" " "	1887		
" " "	1888	280,932 35	
" " "	1889	840,553 57	
" " "	1890	434,074 60	
" " "	1891	220,886 39	
" " "	1892	48,745 23	
" " "	1893	7,922 80	
" " "	1894	112,382 75	
" " "	1895	*	
" " "	1896	*	
" " "	1897	3,565 52	
" " "	1898		
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" " "	1902		
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" " "	1907		
Total ...		‡ 1,949,063 21	†

* Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.
‡ Included in total cost of Intercolonial Railway system, page 33.

W. C. LITTLE,,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER N . 20

CAPE BRETON RAILWAY.

				Year.	Capital.	Working Expenses.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				1868		
"	since	"		1869		
"	"	"		1870		
"	"	"		1871		
"	"	"		1872		
"	"	"		1873		
"	"	"		1874		
"	"	"		1875		
"	"	"		1876		
"	"	"		1877		
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"	"	"		1882		
"	"	"		1883		
"	"	"		1884		
"	"	"		1885		
"	"	"		1886		
"	"	"		1887	76,501 89	
"	"	"		1888	689,450 50	
"	"	"		1889	1,083,276 60	
"	"	"		1890	1,170,523 62	
"	"	"		1891	521,441 62	
"	"	"		1892	99,936 96	
"	"	"		1893	59,982 74	
"	"	"		1894	158,770 61	
"	"	"		1895	*	
"	"	"		1896	*	
"	"	"		1897	405 00	
"	"	"		1898	389 60	
"	"	"		1899		
"	"	"		1900		
"	"	"		1901		
"	"	"		1902		
"	"	"		1903		
"	"	"		1904		
"	"	"		1905		
"	"	"		1906		
"	"	"		1907		
Total.....					\$3,860,679 14	†

* Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.
§ Included in total cost of Intercolonial Railway system, see page 33.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

	Year.	Construction.	Working Expenses.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation.....	1868		
" since ".....	1869		
" " ".....	1870		
" " ".....	1871		
" " ".....	1872		
" " ".....	1873		
" " ".....	1874		
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" " ".....	1884		
" " ".....	1885	49,587 45	
" " ".....	1886	135,214 38	
" " ".....	1887	24,157 32	
" " ".....	1888	397 35	
" " ".....	1889		
" " ".....	1890		
" " ".....	1891	124,568 23	
" " ".....	1892		
" " ".....	1893		
" " ".....	1894	17 99	
" " ".....	1895		
" " ".....	1896		
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" " ".....	1900		
" " ".....	1901		
" " ".....	1902		
" " ".....	1903		
" " ".....	1904		
" " ".....	1905		
" " ".....	1906		
" " ".....	1907		
Total.....		*333,942 72	

* Included in total cost of Intercolonial Railway system, page 33.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

	Year.	Construction.	Working Expenses.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.....		3,114,735 11		
" since "	1874		750 00	
" " "	1875	46,086 63	49,344 62	24,493 99
" " "	1876	42,546 10	219,930 43	118,060 96
" " "	1877	200,000 00	228,595 25	130,664 92
" " "	1878	6,551 86	221,599 49	135,899 60
" " "	1879	40,129 05	223,313 12	125,855 91
" " "	1880	16,539 82	164,640 55	113,851 11
" " "	1881		203,122 88	131,131 43
" " "	1882	402 03	228,259 97	137,267 54
" " "	1883	57,186 02	252,808 41	146,170 42
" " "	1884	130,663 38	236,428 13	144,504 12
" " "	1885	76,956 56	211,207 01	158,588 06
" " "	1886	4,668 33	216,744 34	155,584 36
" " "	1887	5,800 00	204,237 45	155,303 37
" " "	1888		229,639 95	158,363 62
" " "	1889		247,559 44	171,369 56
" " "	1890		266,485 85	160,971 78
" " "	1891		257,990 08	174,258 05
" " "	1892	8,300 49	289,706 38	157,442 69
" " "	1893		226,422 17	162,690 42
" " "	1894		226,891 06	158,533 83
" " "	1895		232,905 19	149,654 78
" " "	1896		225,138 56	146,476 54
" " "	1897		240,489 90	153,443 13
" " "	1898	17,541 88	231,418 74	158,950 61
" " "	1899	22,000 00	218,053 01	165,012 03
" " "	1900	53,546 02	220,931 81	174,738 73
" " "	1901	280,173 93	261,766 24	193,883 48
" " "	1902	475,997 94	270,159 97	197,999 93
" " "	1903	829,414 18	259,637 82	217,714 24
" " "	1904	698,877 47	335,695 44	234,390 03
" " "	1905	591,412 65	370,464 44	217,330 61
" " "	1906	496,124 89	294,253 16	257,270 57
" " "	1907	91,710 52	283,148 50	215,434 97
Total.....		*7,307,364 86	7,849,739 36	5,303,305 39

* Agrees with Public Accounts Balance Sheet, 1906-1907, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

CANADIAN PACIFIC RAILWAY.

	Year.	Construction, including subsidy of \$25,000,000.	Working Expenses.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation...				
" since "	1868			
" " "	1869			
" " "	1870			
" " "	1871	30,148 32		
" " "	1872	489,428 16		
" " "	1873	561,818 44		
" " "	1874	310,224 88		
" " "	1875	1,546,241 67		
" " "	1876	3,346,567 06		
" " "	1877	1,691,149 97		
" " "	1878	2,228,373 13		
" " "	1879	2,240,285 47		
" " "	1880	4,044,522 72	78,892 01	104,975 69
" " "	1881	4,968,503 93	236,944 98	291,498 06
" " "	1882	(1) 4,589,075 79	1,786 20	
" " "	1883	(2) 10,033,800 04	266 09	
" " "	1884	(3) 11,192,722 02	327 02	
" " "	1885	(4) 9,900,281 53		
" " "	1886	(5) 3,672,584 81		
" " "	1887	(6) 915,057 49		
" " "	1888	52,098 65		
" " "	1889	86,716 07		
" " "	1890	40,980 54		
" " "	1891	37,367 00		
" " "	1892	66,211 39		
" " "	1893	413,836 49		
" " "	1894	146,539 87		
" " "	1895	49,209 77		
" " "	1896	65,669 49		
" " "	1897	14,054 50		
" " "	1898	692 17		
" " "	1899	8,418 53		
" " "	1900	236 11		
" " "	1901	8,978 87		
" " "	1902	448 70		
" " "	1903			
" " "	1904	33,076 39		
" " "	1905			
" " "	1906			
" " "	1907			
Total.....		*62,785,319 97	318,216 30	396,473 75

* Agrees with Public Accounts Balance Sheet, 1906-1907, page 8.

(1) Including.....	\$ 2,210,000 00	on account subsidy.
(2) "	5,323,076 60	"
(3) "	7,254,208 27	"
(4) "	6,862,201 00	"
(5) "	2,890,427 00	"
(6) "	460,087 13	"
	†\$25,000,000 00	

† See also Statement No. 3, page 50, for the expenditure.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

ANNAPOLIS AND DIGBY RAILWAY.

	Year.	Capital.	Income Expenses.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation.			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
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" " "	1888		
" " "	1889	9,847 27	
" " "	1890	381,942 75	
" " "	1891	196,869 36	
" " "	1892	26,129 89	
" " "	1893	2,190 62	
" " "	1894	1,675 36	
" " "	1895	570 55	
" " "	1896		
" " "	1897	41,457 29	
" " "	1898		
" " "	1899		
" " "	1900		
" " "	1901		8,381 82
" " "	1902		
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
Total		*660,683 09	8,381 82

* Of this amount Parliament voted under 52 Vic., chap. 8, the sum of \$500,000 as a subsidy to the Western Counties Railway.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

DRUMMOND COUNTY RAILWAY.

	Year.	Construction.	Working Expenses.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation.....	1868		
" since "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
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" " "	1898		
" " "	1899		
" " "	1900	1,459,000 00	
" " "	1901		
" " "	1902	5,000 00	
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
Total.....		*1,464,000 00	

* Included in total costs of Intercolonial Railway system, page 33.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

YUKON TERRITORY WORKS.
(Stikine Teslin Railway.)

				Year.	Construction.
					\$ cts.
Government expenditure prior to Confederation				1868	
" since "				1869	
" " "				1870	
" " "				1871	
" " "				1872	
" " "				1873	
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" " "				1900	
" " "				1901	
" " "				1902	283,323 55
" " "				1903	
" " "				1904	
" " "				1905	
" " "				1906	
" " "				1907	
Total.					*283,323 55

* Agrees with Public Accounts Balance Sheet, 1906-1907, page 8.

W. C. LITTLE,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

STATEMENTS OF THE ACCOUNTANT.
National Transcontinental Railway.

	Year.	Construction.
		\$ cts.
Government expenditure prior to Confederation.....	1868
" since "	1869
" " "	1870
" " "	1871
" " "	1872
" " "	1873
" " "	1874
" " "	1875
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" " "	1899
" " "	1900
" " "	1901
" " "	1902
" " "	1903
" " "	1904	6,249 40
" " "	1905	778,491 28
" " "	1906	1,841,269 95
" " "	1907	5,537,867 50
Total.		*8,163,878 13

* Agrees with Public Accounts Balance Sheet, 1906-1907, page 8.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

STATEMENTS OF THE ACCOUNTANT.

Canada Eastern Railway.

	Year.	Construction.
		\$ cts.
Government expenditure prior to Confederation...		
" since "	1868	
" " "	1869	
" " "	1870	
" " "	1871	
" " "	1872	
" " "	1873	
" " "	1874	
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" " "	1900	
" " "	1901	
" " "	1902	
" " "	1903	
" " "	1904	
" " "	1905	800,000 00
" " "	1906	
" " "	1907	
Total.....		* 800,000 00

* Included in total cost of Intercolonial Railway system, page 33.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

STATEMENT showing amount expended on Capital Account on Railways.

Railways.	—		—	
	\$	cts.	\$	cts.
Intercolonial.....	73,012,989	53		
Cape Breton.....	3,860,679	14		
Oxford and New Glasgow.....	1,949,283	69		
Eastern Extension.....	1,324,042	81		
Drummond County.....	1,464,000	00		
Montreal and European Short Line ..	333,942	72		
Canada Eastern.....	800,000	00		
			82,744,937	89
Carleton Branch.....			48,410	48
Prince Edward Island.....			7,307,364	86
Canadian Pacific.....			62,785,319	97
Annapolis and Digby.....			660,683	09
Yukon Territory Works (Stikine-Teslin Ry.).....			283,323	55
National Transcontinental.....			8,163,878	13
Governor General's Car.....			56,538	82
Total.....			162,050,456	79

Memo. re Recapitulation—Railways.

Total cost as per statement above.....	162,050,456	79
Add amounts transferred from Capital to Consolidated Fund, Intercolonial Railway, see statement, page 33.....	296,872	90
Agreeing with total of construction, as per statement, page 47.....	162,347,329	69

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

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RECAPITULATION—GOVERNMENT RAILWAYS.

	Year.	Construction.	Working Expenses.	Revenue.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		13,881,460 65	.....	.....
" since " 1868	1868	483,353 65	359,961 08	420,752 58
" " 1869	1869	282,615 18	387,548 47	455,022 76
" " 1870	1870	1,729,381 49	445,208 75	471,245 09
" " 1871	1871	2,946,930 45	442,993 31	565,713 52
" " 1872	1872	5,620,569 67	595,076 22	622,900 56
" " 1873	1873	5,763,268 81	1,011,892 60	703,458 26
" " 1874	1874	3,925,123 69	1,847,925 24	893,430 17
" " 1875	1875	5,018,427 85	1,581,934 24	886,087 42
" " 1876	1876	4,497,434 75	1,497,128 22	966,922 42
" " 1877	1877	3,209,502 16	1,890,268 80	1,285,110 27
" " 1878	1878	2,643,741 73	2,032,873 05	1,514,846 38
" " 1879	1879	2,507,053 71	2,233,496 34	1,419,955 60
" " 1880	1880	6,109,077 14	1,851,489 26	1,739,137 25
" " 1881	1881	5,577,236 73	2,220,421 39	2,200,486 25
" " 1882	1882	5,175,046 61	2,310,638 54	2,237,583 39
" " 1883	1883	11,707,619 02	2,636,551 70	2,541,205 41
" " 1884	1884	14,013,074 89	2,613,508 87	2,551,937 97
" " 1885	1885	11,224,244 54	2,749,710 53	2,624,243 07
" " 1886	1886	4,443,220 17	2,819,973 50	2,628,336 35
" " 1887	1887	1,846,887 18	3,152,650 40	2,840,747 88
" " 1888	1888	1,765,582 11	3,621,076 62	3,166,253 22
" " 1889	1889	2,709,857 37	3,513,063 67	3,167,542 67
" " 1890	1890	2,392,767 99	3,846,044 42	3,203,874 11
" " 1891	1891	1,184,317 34	3,949,263 73	3,181,888 56
" " 1892	1892	417,425 73	3,748,597 77	3,136,393 51
" " 1893	1893	712,917 44	3,288,629 62	3,262,505 62
" " 1894	1894	585,749 01	3,226,208 13	3,179,019 57
" " 1895	1895	376,814 83	3,197,846 17	3,129,450 37
" " 1896	1896	324,774 72	3,254,442 64	3,140,678 47
" " 1897	1897	204,624 31	3,195,959 58	3,060,074 38
" " 1898	1898	270,990 85	3,507,248 88	3,313,847 10
" " 1899	1899	1,112,348 47	3,696,612 31	3,940,570 11
" " 1900	1900	3,309,130 42	4,665,228 06	4,774,161 87
" " 1901	1901	3,922,989 37	5,739,051 54	5,213,381 24
" " 1902	1902	5,386,611 24	5,861,099 54	5,918,990 43
" " 1903	1903	3,083,680 86	6,474,134 20	6,584,598 77
" " 1904	1904	2,619,059 86	7,599,958 57	6,627,255 51
" " 1905	1905	6,125,481 79	8,906,154 35	7,050,892 11
" " 1906	1906	6,102,565 74	7,893,653 49	7,950,552 97
" " 1907	1907	7,174,370 17	6,328,745 65	6,248,311 00
Total		*162,387,329 69	130,194,269 45	118,819,364 19

* Total amount paid on construction.	\$162,387,329 69
Less amount received from the City of St. John, N.B., as purchase of the Carleton Branch Railway.....	40,000 00
Total cost of construction.....	†\$162,347,329 69

† Agreeing with amount expended on Capital, see page 46.

W. C LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

STATEMENT showing Miscellaneous Expenditure, yearly, by the Department of Railways and Canals.

Year ending.	CHARGEABLE TO INCOME.			CHARGEABLE TO REVENUE.			Total, Yearly Expenditure
	Canals.	Railways.	General.	Canals.	Railways.	General.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1868.			6,305 66	12,000 00		2,416 66	20,722 32
1869.			8,367 52	12,000 00		1,000 00	21,367 52
1870.			7,853 03	18,698 89		7,679 78	34,231 70
1871.			34,773 72	12,018 98			46,792 70
1872.			20,049 50	12,208 76			32,258 26
1873.			36,891 74	12,099 44		6,889 20	55,880 38
1874.			40,098 84	12,959 25		5,428 98	58,487 07
1875.			35,579 24	12,047 43		5,620 17	53,246 84
1876.			42,920 10	86 08		5,690 28	48,696 46
1877.				51 87	43,639 97		43,691 84
1878.	1,860 00			556 00		34,388 59	36,804 59
1879.							
1880.	2,561 55			323 16			2,884 71
1881.	2,338 41			5,535 22			7,873 63
1882.				9,826 23			9,826 23
1883.	11,781 27			6,978 54			18,759 81
1884.	7,486 62	62,256 58		8,305 41			78,048 61
1885.	16,725 47	11,003 38		1,210 61			28,939 46
1886.	20,323 62	10,383 59		776 30			31,483 51
1887.	20,873 21	23,545 34		649 04			45,067 59
1888.	34,533 07	22,898 90		5,799 83			63,231 80
1889.	10,091 87	16,552 64		5,207 64			31,852 15
1890.	16,426 69	50,909 74		49,550 21			116,886 64
1891.	16,925 31	16,314 41		56,922 05			90,161 77
1892.	6,540 49	19,062 51		65,074 07			90,677 07
1893.	8,498 41	4,313 73	28,640 93	63,965 54			105,418 61
1894.	4,178 85	4,855 11	15,746 31	69,265 22			85,045 49
1895.	10,695 48	13,221 27	19,304 87	69,769 56			103,991 18
1896.	10,893 40	6,562 20	25,194 21	70,340 22			112,990 03
1897.	2,937 47	5,118 99	25,142 90	62,777 12		597 39	96,573 87
1898.	1,719 69	8,327 96	28,042 10	56,284 42	1,400 00		95,774 17
1899.	1,318 79	67,005 86	22,085 19	66,850 29			157,260 13
1900.	11,873 35	33,496 99	22,802 18	58,836 57			127,009 09
1901.	12,267 99	28,658 78	33,986 68	61,938 61			136,852 06
1902.	3,658 23	21,752 58	34,138 50	65,770 65			125,319 96
1903.	2,491 84	15,570 43	35,398 00	63,175 19			116,635 46
1904.	3,730 79	85,353 17	36,262 32	66,067 30			191,413 58
1905.	1,498 14	97,507 00	38,660 52	64,515 07			202,180 73
1906.	9,160 44	99,018 80	37,484 64	62,171 45			207,835 33
1907.	9,687 55	92,115 62	34,183 75	66,251 27			202,238 19
	263,078 00	815,805 58	669,912 45	1,270,863 49	45,039 97	69,711 05	3,134,410 54

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

RECAPITULATION—RAILWAYS AND CANALS, TO MARCH 31, 1907

EXPENDITURE.

<i>Chargable to Capital Account—</i>			
Railways, <i>see</i> Statement page 46 ..	.....	\$ 162,050,456 79	
Canals " " 28.....	.....	91,734,718 21	
			\$ 253,785,175 00
<i>Chargable to Consolidated Fund—</i>			
*Railway Subsidies as per Statement No. 3, page 50.....	.....	\$ 35,578,502 54	
<i>Income Account—</i>			
Intercolonial Railway <i>see</i> page 32.....	\$ 280,000 00		
Add transferred from Capital " 33 ..	296,872 90		
Railways " 48.....	815,805 58		
Canals " 28.....	4,579,080 95		
" " 48.....	263,078 00		
General, Railways and Canals " 48.....	669,912 45		
		\$ 6,904,749 88	
<i>Revenue Account—</i>			
Canals—Operating and Maintaining Staff, <i>see</i> page 28..	\$ 10,231,111 00		
Canals—Repairs, <i>see</i> page 28.....	8,151,491 29		
" " 48.....	1,270,863 49		
Railways—Working Expenses, <i>see</i> page 47.....	130,194,269 45		
" " 48.....	45,039 97		
General—Railways and Canals " 48.....	69,711 05		
		\$149,962,486 25	
			\$192,445,738 67
Total Expenditure on Railways and Canals.....			\$446,230,913 67

EXPENDITURE AS ABOVE SEPARATED AS BETWEEN RAILWAYS AND CANALS.

RAILWAYS.

Capital Account.....	\$ 162,050,456 79	
Consolidated Fund	167,210,490 44	\$ 329,260,947 23

CANALS.

Capital Account.....	\$ 91,734,718 21	
Consolidated Fund.....	24,495,624 73	\$ 116,230,342 94

GENERAL, COMMON TO BOTH.

Consolidated Fund.....	739,623 50	
Total expenditure on Railways and Canals.....		\$446,230,913 67

REVENUE, SEPARATED AS BETWEEN RAILWAYS AND CANALS.

Railways—Revenue received from July 1, 1867, to March 31, 1907, (for details <i>see</i> page 47)	\$118,819,364 19
Canals " " " " " 28)	13,618,586 47
Total Revenue, Railways and Canals.....	\$132,437,950 66

*This amount does not include the subsidy of \$25,000,000 to the Canadian Pacific Railway, nor the amount \$660,683.09 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of \$119,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of \$2,394,000 up to 1905, granted by 47 Vic. Ch. 8 (1884) and the annual payment of \$107,730, being interest at the rate of 4½ per cent since and including 1905 on the said sum of \$2,394,000, for the line between Ottawa and Quebec which sum was transferred to the Public Debt as a liability, and is dealt with by the Finance Department, (see Public Accounts 1893-04, page X. and page 79, 1906.)

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

PART II

SKETCH MAPS OF DOMINION RAILWAYS AND CANALS

AND

REPORT OF THE CHIEF ENGINEER

COMPRISING REPORTS OF

GENERAL MANAGER OF GOVERNMENT RAILWAYS AND
SUPERINTENDENTS OF CANALS

1906-1907

DEPARTMENT OF RAILWAYS AND CANALS.

LIST OF ANNUAL REPORTS UNDER THIS COVER.

1. M. J. Butler, Chief Engineer Railways and Canals, General Report.
2. D. Pottinger, General Manager Government Railways, I.C.R.
W. B. MacKenzie, Chief Engineer, I.C.R.
T. C. Burpee, Engineer of Maintenance, I.C.R.
G. R. Joughins, Superintendent of Motive Power, I.C.R.
S. L. Shannon, Comptroller, I.C.R.
3. D. Pottinger, General Manager Government Railways, Windsor Branch.
T. C. Burpee, Engineer of Maintenance, Windsor Branch.
S. L. Shannon, Comptroller, Windsor Branch.
4. D. Pottinger, General Manager Government Railways, P.E.I. Ry.
W. B. MacKenzie, Chief Engineer, P.E.I. Ry.
G. A. Sharp, Superintendent, P.E.I. Ry.
W. S. Poole, Mechanical Superintendent, P.E.I. Ry.
W. T. Huggan, Accountant and Auditor, P.E.I. Ry.
5. E. Marceau, Superintending Engineer, Quebec Canals.
6. L. N. Rheume, St. Lawrence Canals.
7. W. A. Stewart, Superintendent of Operation, St. Lawrence Canals.
8. J. L. Weller, Superintending Engineer, Welland Canal.
9. F. B. Fripp, Engineer in Charge, Sault Ste. Marie.
10. F. B. Fripp, Acting Superintendent, Sault Ste. Marie.
11. A. J. Grant, Superintending Engineer, Trent Canal.
12. A. T. Phillips, Superintending Engineer, Rideau Canal.
13. J. H. Devereaux, Lock Master, St. Peter's Canal.
14. J. H. McClellan, Superintendent, Trent Canal.
15. E. J. Walsh, Trent Canal Surveys.
16. C. Schreiber, C.M.G., Report on Western Division National Transcontinental Railway.



CHIEF ENGINEER'S REPORT.

DEPARTMENT OF RAILWAYS AND CANALS,
OFFICE OF THE CHIEF ENGINEER,
OTTAWA, July 1, 1907.

SIR,—I have the honour to submit my annual report for the fiscal year ended March 31, 1907, covering, however, the works of construction up to June 1, 1907.

First.—The annual report of the General Manager of Government Railways, to which are attached the reports of the Chief Engineer, the Engineer of Maintenance, the Mechanical Superintendent of the Intercolonial division and the reports of the Superintendent of the Prince Edward Island division, with statements of accounts prepared by the Accountants of these roads.

Second.—The annual reports of the Superintending Engineers of the several canals, and of the Superintendents of the Sault Ste. Marie canal, the St. Peter's canal, the Trent canal and of the St. Lawrence canals. And the engineer in charge of the improvements to the entrance to the Sault Ste. Marie canal.

The following shows the length of the government railways in operation on March 31, 1907.

INTERCOLONIAL RAILWAY.

MAIN LINE AND BRANCHES.		MILES.
Halifax to Truro...		61·83
Dartmouth Branch...		12·38
Truro to Moncton...		124·03
Moncton to St. John...		89·36
Point du Chêne Branch...		11·38
Moncton to Campbellton...		185·16
Campbellton to Ste. Flavie...		105·09
Indian Town Branch...		13·51
Ste. Flavie to Rivière du Loup...		83·28
Rivière Ouelle Branch...		6·25
Rivière du Loup to Point Lévis...		115·47
Hadlow to Chaudière Curve...		5·62
Chaudière to Ste. Rosalie...		115·95
St. Charles Junction to Chaudière Junction...		16·98
Nicolet Branch.....		14·61
Dalhousie Branch:...		7·00

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Pictou to Oxford Junction...	69·10
Brown's Point to Stellarton...	12·23
Junction near New Glasgow to Pictou Landing...	7·76
Pugwash Junction to Pugwash...	4·70
Truro to Mulgrave...	123·07
Point Tupper to Sydney...	91·48
North Sydney Branch...	4·38
Sydney to Sydney Mines...	2·70
Fredericton to Loggieville...	125·00
	<hr/>
	1,408·32

LEASED.

Length of main line from Point Lévis to Hadlow..	1·50
Chaudière Curve to Chaudière..	1·18
Ste. Rosalie Junction to Montreal..	37·62
	40·30
	<hr/>
	1,448·62

FREIGHT BRANCHES AND Y'S OWNED.

Y's at Windsor Junction, Truro, Brown's Point, Oxford Junction, Painsec Junction, Moncton, Chaudière, Springhill Junction, Stellarton, Mulgrave, North Sydney Junction, Newcastle, Rivière Ouelle, St. Charles Junction, St. Leonard Junction, Ste. Rosalie Junction..	3·62
Switch near North Street to D.W.T., Halifax..	·85
Halifax Cotton Factory...	2·10
Dartmouth Station to end of line..	2·29
Stewiacke Wharf Branch...	·87
Sydney Station to Wharf..	·90
North Sydney Station to Wharf..	·78
Switch near Pictou Landing to Coal Wharf..	·75
Pictou Station to Wharf..	·15
Pictou Station to Copper Crown Smelter..	·72
Logan's Tannery Siding...	·48
Pugwash Station to Wharf..	·07
Sackville Wharf Branch...	·47
Dorchester Wharf Branch...	1·00
Moncton Wharf Branch...	1·00
Courtney Bay Branch...	2·39
St. John Water Front Extension...	·44
St. John Station to Deep Water Wharf..	·28
Newcastle Wharf Branch...	1·75
Dalhousie Station to Wharf Branch...	·40

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Campbellton Wharf Branch..	43
Rimouski Wharf Branch..	2·00
Trois Pistoles Spur..	2·38
Rivière du Loup Wharf Branch..	4·35
St. Pacome Spur..	1:27
Nicolet Station to Wharf..	2·05
Carmel Branch, Main Line to Village (estimated)..	1:05
Blackville to Indian Town..	8:50
	<hr/> 43·34
	<hr/> 1,491·96

WINDSOR BRANCH.

Windsor Junction to Windsor..	32
---------------------------------------	----

PRINCE EDWARD ISLAND RAILWAY.

Souris to Tignish..	166
Mount Stewart to Georgetown.....	24
Charlottetown to Royalty Junction..	5
Emerald Junction to Cape Traverse..	13
Alberton to Cascumpec Wharf..	1
Charlottetown to Murray Harbour..	52:3
Montague Junction to Montague..	6·2
	<hr/> 267·5

Total length of government railways.. . . . 1,791·46

The result of the nine months' operations of the government railways may be stated as follows:—

Name of Railway.	Mileage in Operation.	Amount.	Profit.	Loss.
		\$ cts.	\$ cts.	\$ cts.
Intercolonial Division.....	1,448	Working expenses ... 6,030,171 83 Earnings. 6,248,311 00	218,139 17	
Windsor Branch.....	32	One-third earnings... 45,440 52 Maintenance 15,425 32	30,015 20	
Prince Edward Island Division..	267	Working expenses ... 283,148 50 Earnings..... 215,434 97		67,713 53
Total, miles.....	1,747			
		Deduct loss from profit.....	67,713 53	
		Net profit.....	180,440 84	

The maintenance of the roads and rolling stock has received careful attention, and both roads continue to be in efficient condition; the rolling stock is being brought up to the modern standard.

7-8 EDWARD VII., A. 1908

The working expenses of the Intercolonial Railway given above include the \$105,000 rental paid to the Grand Trunk Railway.

The gross earnings of the government railways for the last two periods of nine months compare as follows:—

	1905-06.	1906-07.
Intercolonial Division..	\$5,586,155 21	\$6,248,311 00
Windsor Branch..	39,762 63	45,440 52
Prince Edward Island Division....	189,443 31	215,434 97
	<hr/>	<hr/>
	\$5,815,361 15	\$6,509,186 49

Showing an increase in the gross earnings of \$693,825.34.

The gross working expenses of the government railways for the last two periods of nine months compare as follows:—

	1905-06.	1906-07.
Intercolonial Division..	\$5,755,923 90	\$6,030,171 83
Windsor Branch..	14,514 32	15,425 32
Prince Edward Island Division....	217,812 74	283,148 50
	<hr/>	<hr/>
Total..	\$5,988,250 98	\$6,328,745 65
Gross working expenses of govern- ment railways..	5,988,250 98	6,328,745 65
Gross earnings of government rail- ways..	5,815,361 15	6,509,186 49
	<hr/>	<hr/>

Excess of earnings over working expenses, which
include rental, \$105,000, Grand Trunk Railway.. \$180,440 84

Showing an increase in working expenses for the nine months, compared with the previous year of \$340,494.67, which is made up of the following:—

Intercolonial Division..	\$274,247 91
Windsor Branch..	911 00
Prince Edward Island Division..	65,335 76
	<hr/>
	\$340,494 67

SESSIONAL PAPER No. 20

INTERCOLONIAL DIVISION.

COMPARATIVE Statement of Ocean-borne Passenger Business done at the Port of Halifax during the fiscal period of nine months ended March 31, 1907.

Name of Steamer.	1905-1906.			Name of Steamer.	1906-1907.		
	No. of Passengers.				No. of Passengers.		
	1st Class.	2nd Class.	Total.		1st Class.	2nd Class.	Total.
Pretorian	112	1,849	1,961	Pretorian	Nil.	667	667
Parisian	45	1,938	1,983	Parisian	Nil.	1,578	1,578
Southwark.	Nil.	1,648	1,648	Southwark.	Nil.	1,120	1,120
Corinthian.	43	1,288	1,331	Corinthian.	Nil.	1,669	1,669
Virginian.	172	1,945	2,117	Virginian.	71	1,727	1,798
Siberian	1	1,078	1,079	Siberian.	Nil.	1,065	1,065
Mongolian	Nil.	884	884	Mongolian	Nil.	577	577
Dahome.	3	30	33	Corean	Nil.	58	58
Corean	Nil.	546	546	Numidian	Nil.	880	880
Numidian	31	1,245	1,276	Victorian.	40	2,467	2,507
Victorian.	85	1,416	1,501	Canada	42	1,889	1,931
Canada	31	986	1,017	Tunisian.	130	2,363	2,493
Carthaginian	8	1,361	1,369	Sardinian.	Nil.	669	669
Tunisian.	246	3,719	3,965	Laurentian	Nil.	1,074	1,074
Sardinian.	Nil.	443	443	Pomeranian	Nil.	289	289
Laurentian.	Nil.	717	717	Dominion	10	2,141	2,151
Pomeranian	Nil.	447	447	Sicilian	Nil.	1,449	1,449
Norsman	Nil.	1,746	1,746	Sarmatian	Nil.	169	169
Dominion	38	1,171	1,209	Empress of Ireland.	6	Nil.	6
Sicilian.	56	2,835	2,891	Empress of Britain.	25	Nil.	25
Kensington.	Nil.	2,287	2,287	Ionian.	58	1,880	1,938
Sarmatian	Nil.	214	214	Sicilian.	Nil.	1,449	1,449
City of Vienna	5	305	310	Vancouver.	Nil.	780	780
Total	876	30,098	30,974	Total	382	24,521	24,903

* NOTE.—Of the total number 24,903, 15,922 travelled over the Intercolonial Railway as follows : 11,213 via St. John and Canadian Pacific, 4,779 via Intercolonial Railway, long haul.

COMPARATIVE Statement of Ocean-borne Freight Traffic during the fiscal period of nine months ended March 31, 1907.

Name of Line of Steamers.	WINTER OF 1905-1906.			Name of Line of Steamers.	WINTER OF 1906-1907.		
	Measure-ment tons.	Weight tons.	Total tons.		Measure-ment tons.	Weight tons.	Total tons.
Allan Line.	5,414	3,656	9,070	Allan Line.	7,329	4,672	12,001
Furness Line.	4,257	8,728	12,985	Furness Line.	2,307	7,204	9,511
Canadian Pacific.	388	1,121	1,509	Canadian Pacific.	Nil.	Nil.	Nil.
Canada-Jamaica Steamship Line		873	873	Canada-Jamaica Steamship Line.	Nil.	1,862	1,862
Pickford and Black	15	8,942	8,957	Pickford and Black	40	13,844	13,884
Various other lines and Tramp Steamers.				Various other lines and Tramp Steamers.	Nil.	Nil.	Nil.
Total.	10,074	23,320	32,394	Total.	9,676	27,582	37,258

7-8 EDWARD VII., A. 1908

The above statement shows an increase of 4,864 tons of ocean-borne freight traffic for the winter season of 1906-07, as compared with the winter season of 1905-06.

The following is a statement of the quantity and classes of the rolling stock purchased on capital account during the fiscal year ending March 31, 1907:—

	Engines.	PASSENGER CAR STOCK.					Conductor's van.	Oil tank cars.	Box, cattle and refrigerator cars.	Platform cars.	Coal cars of 3 several kinds.	Snow ploughs.	Wing ploughs.	Flangers.	Ballast plough.	Auxiliary cars.	Air brake instructor car.	Steam cranes for coal.
		Dining cars.	1st class sleeping and parlour.	1st class.	2nd class sleepers.	2nd class.												
	23 ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	115 ..	.....	.....	.....	.....	.....	.....	.....

The following is a statement of the quantity and classes of rolling stock which have been rebuilt during the year ended March 31, 1907, at the cost of revenue to maintain the work :—

	Engines.	PASSENGER CAR STOCK.					Conductor's van.	Box car.	Platform cars.	Refrigerator cars.	Coal cars of three several kinds.	Snow ploughs.	Wing ploughs.	Oil tank.	Rotary snow ploughs	Auxiliary.
		1st class sleeping and parlour.	1st class.	2nd class sleepers.	2nd class.	Baggage and express.										
Total.....	1	9 ..	11	2	1

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The following table shows the working expenses, gross earnings, the tonnage of freight and number of passengers carried each year since July 1, 1876, when the road was first opened as a through line to the west:—

Year.	Average Miles in Operation.	Working Expenses.	Gross Earnings.	Profit.	Loss.	Tons of Freight carried.	No. of Passengers carried.
		\$ c.	\$ c.	\$ c.	\$ c.		
1876-77.....	714	1,661,673 55	1,154,445 33	.....	507,228 22	421,327	513,420
1877-78.....	714	1,816,273 56	1,378,946 78	.....	432,326 78	522,710	518,957
1878-79.....	714	2,010,183 22	1,294,009 69	.....	716,083 53	510,861	640,101
1879-80.....	829	1,603,429 71	1,506,298 48	.....	97,131 23	561,924	581,483
1880-81.....	840	1,759,851 27	1,760,393 92	542 65	.....	725,777	631,245
1881-82.....	840	2,069,657 48	2,079,262 66	9,605 18	.....	838,956	779,994
1882-83.....	840	2,360,373 27	2,370,910 10	10,547 83	.....	970,961	878,600
1883-84.....	887	2,377,433 62	2,384,414 92	6,981 30	.....	1,009,237	944,636
1884-85.....	941	2,519,751 56	2,441,203 66	.....	78,547 90	989,986	957,228
1885-86.....	946	2,583,999 67	2,450,093 88	.....	133,905 79	1,023,788	932,880
1886-87.....	977	2,922,369 62	2,660,116 93	.....	262,252 29	1,143,020	942,784
1887-88.....	971	3,366,781 74	2,983,336 05	.....	383,445 69	1,288,823	1,040,163
1888-89.....	971	3,244,647 73	2,967,801 00	.....	276,847 73	1,218,877	1,136,272
1889-90.....	971	3,560,575 74	3,012,739 87	.....	847,835 87	1,368,819	1,219,233
1890-91.....	1,094	3,662,341 94	2,977,395 38	.....	684,946 56	1,304,534	1,298,304
1891-92.....	1,142	3,439,377 00	2,945,441 97	.....	493,935 03	1,264,575	1,297,732
1892-93.....	1,142	3,045,317 50	3,065,499 09	20,181 59	.....	1,388,080	1,292,878
1893-94.....	1,142	2,981,671 98	2,987,510 27	5,838 29	.....	1,342,710	1,301,062
1894-95.....	1,142	2,936,902 74	2,940,717 95	3,815,21	.....	1,276,816	1,352,667
1895-96.....	1,142	3,012,827 62	2,957,640 10	.....	55,187 52	1,379,618	1,471,866
1896-97.....	1,145	2,925,968 67	2,866,028 02	.....	59,940 65	1,296,028	1,501,690
1897-98.....	1,201	3,327,648 51	3,117,669 85	.....	209,978 66	1,434,576	1,523,444
*1898-99.....	1,301	3,675,686 21	3,738,331 44	62,645 43	.....	1,750,761	1,603,095
*1899-1900.....	1,301	4,431,404 69	4,552,071 71	120,667 02	.....	2,151,208	1,791,754
*1900-01.....	1,301	5,460,422 64	4,972,235 87	.....	488,186 77	2,111,310	2,025,295
*1901-02.....	1,301	5,574,563 30	5,671,385 91	96,822 61	.....	2,385,816	2,186,226
*1902-03.....	1,315	6,196,653 19	6,324,323 72	127,670 53	.....	2,790,737	2,404,230
*1903-04.....	1,321	7,239,982 04	6,339,231 43	.....	900,750 61	2,664,149	2,663,156
*1904-05.....	1,446	8,508,826 75	6,783,522 83	.....	1,725,303 92	2,782,257	2,810,960
*1905-06.....	1,446	7,581,914 36	7,643,829 90	61,915 54	.....	3,156,189	2,737,160
*1906-07.....	1,448	6,030,171 83	6,248,311 00	218,139 17	2,606,073	2,044,847

* The working expenses include the rental paid for leased line.

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INTERCOLONIAL RAILWAY.

STATEMENT of Earnings from the several sources named from June 30, 1876, to March 31, 1907.

Year.	Miles in Operation.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1876-7.	714	460,368 15	607,564 99	86,512 21	1,154,443 33
1877-8.	714	475,256 82	801,709 82	101,985 07	1,378,946 78
1878-9.	714	451,893 29	752,490 85	88,715 55	1,294,009 69
1879-80.	829	490,338 66	915,486 50	100,473 32	1,506,298 48
1880-1.	840	545,114 48	1,113,872 21	101,407 23	1,760,493 92
1881-2.	850	651,296 94	1,303,496 00	124,470 72	2,079,262 66
1882-3.	910	741,992 70	1,487,601 98	141,326 40	2,379,910 10
1883-4.	887	775,783 77	1,461,390 37	147,240 78	2,383,414 92
1884-5.	941	747,285 13	1,542,052 10	151,566 35	2,441,203 66
1885-6.	946	765,900 03	1,523,487 72	160,706 13	2,450,093 88
1886-7.	977	828,328 28	1,677,971 59	153,817 06	2,660,116 93
1887-8.	971	884,448 07	1,932,877 85	166,010 13	2,983,336 95
1888-9.	971	906,246 47	1,909,094 44	152,460 09	2,967,801 00
1889-90.	971	895,094 53	1,964,646 86	152,998 48	3,012,739 87
1890-1.	1,094	962,316 88	1,854,629 88	160,448 62	2,977,395 38
1891-2.	1,142	961,427 94	1,803,529 03	180,485 00	2,945,441 97
1892-3.	1,132	1,002,912 74	1,868,823 84	184,468 80	3,065,499 09
1893-4.	1,142	958,915 13	1,834,126 34	193,762 51	2,987,502 27
1894-5.	1,142	963,914 44	1,782,608 54	194,194 97	2,940,717 95
1895-6.	1,142	971,426 26	1,788,813 18	167,400 66	2,957,640 10
1896-7.	1,145	979,005 57	1,687,050 42	199,972 03	2,866,028 02
1897-8.	1,201	1,053,864 64	1,857,740 06	206,065 15	3,117,669 85
1898-9.	1,315	1,167,453 16	2,348,096 58	222,781 70	3,738,331 44
1899-1900.	1,315	1,404,469 87	2,912,790 52	234,811 32	4,552,071 91
1900-1.	1,315	1,607,166 79	3,121,006 15	244,062 93	4,972,235 87
1901-2.	1,315	1,770,941 13	3,644,513 42	255,931 36	5,671,385 91
1902-3.	1,315	1,927,916 97	4,128,255 00	268,151 75	6,324,323 72
1903-4.	1,321	2,021,568 40	4,041,122 48	276,540 55	6,339,231 43
1904-5.	1,446	2,105,066 75	4,373,178 75	305,277 53	6,783,522 83
1905-6.	1,446	2,297,716 52	5,019,805 53	326,307 85	7,643,829 90
1906-7.	1,448	1,952,438 88	4,032,745 00	263,127 12	6,248,311 00

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INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Tons of Local and Through Freight Carried from
June 30, 1876, to March 31, 1907.

Year.	Miles in Operation.	Local Freight.	Through Freight.	Total.
1876-7.....	714	The information for these years was destroyed when the general offices in Moncton were burned.		421,327
1877-8.....	714			522,710
1878-9.....	714			510,861
1879-80.....	829			561,924
1880-1.....	840			725,777
1881-2.....	840	571,684	267,272	838,956
1882-3.....	840	537,025	443,936	970,961
1883-4.....	887	584,581	424,656	1,009,237
1884-5.....	941	506,574	483,362	989,936
1885-6.....	946	580,076	443,712	1,023,788
1886-7.....	977	633,455	509,565	1,143,020
1887-8.....	971	727,599	561,224	1,288,823
1888-9.....	971	624,436	594,441	1,218,877
1889-90.....	971	756,696	612,123	1,368,819
1890-1.....	1,094	797,492	507,042	1,304,534
1891-2.....	1,142	750,783	513,792	1,264,575
1892-3.....	1,142	1,030,628	357,452	1,388,080
1893-4.....	1,142	966,114	376,596	1,342,710
1894-5.....	1,142	901,374	366,442	1,267,816
1895-6.....	1,142	1,011,229	368,389	1,379,618
1896-7.....	1,145	927,167	368,859	1,296,028
1897-8.....	1,201	1,053,569	381,007	1,434,576
1898-9.....	1,315	1,351,569	399,192	1,750,761
1899-1900.....	1,315	1,713,928	437,280	2,151,208
1900-1.....	1,315	1,633,671	477,639	2,111,310
1901-2.....	1,315	1,914,551	471,265	2,385,816
1902-3.....	1,315	2,239,993	550,744	2,790,737
1903-4.....	1,321	2,123,261	540,888	2,664,149
1904-5.....	1,446	2,119,528	662,729	2,782,257
1905-6.....	1,446	2,413,863	742,326	3,156,189
1906-7.....	1,448	1,996,869	609,204	2,606,073

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INTERCOLONIAL RAILWAY.

STATEMENT of the Number of Local and Through Passengers carried from June 30, 1876, to March 31, 1907, a period of nine months.

Year.	Miles in Operation.	Number of Local Passengers.	Number of Through Passengers.	Total.
1876-7.....	714	The information for these years was destroyed when the general offices in Moncton were burned		613,420
1877-8.....	714			618,957
1878-9.....	714			640,101
1879-80.....	829			581,483
1880-1.	840			631,245
1881-2.....	840	647,534	132,460	779,994
1882-3.....	840	728,186	150,414	878,600
1883-4.....	887	784,715	159,921	944,636
1884-5.....	941	812,028	145,200	957,228
1885-6.	946	784,817	148,063	932,880
1886-7.....	977	814,032	128,752	942,784
1887-8.....	971	948,324	91,839	1,040,163
1888-9.....	971	1,050,592	85,680	1,136,272
1889-90.....	971	1,112,695	91,531	1,219,233
1890-1.....	1,094	1,203,814	94,490	1,298,304
1891-2.....	1,142	1,198,649	99,083	1,297,732
1892-3.....	1,142	1,188,827	104,051	1,292,878
1893-4.....	1,142	1,216,027	85,035	1,301,062
1894-5.	1,142	1,272,284	80,383	1,352,667
1895-6.....	1,142	1,386,803	85,063	1,471,866
1896-7.....	1,145	1,416,631	85,059	1,501,690
1897-8.....	1,201	1,438,590	89,854	1,523,444
1898-9.....	1,315	1,504,652	98,443	1,603,095
1899-1900.....	1,315	1,678,858	112,896	1,791,754
1900-1.	1,315	1,905,599	119,696	2,025,295
1901-2.....	1,315	2,061,196	125,030	2,186,226
1902-3.	1,315	2,255,013	149,217	2,404,230
1903-4.....	1,321	2,447,843	215,313	2,663,156
1904-5.	1,446	2,589,928	221,032	2,810,960
1905-6.....	1,446	2,491,472	245,688	2,737,160
1906-7.....	1,448	1,853,126	191,721	2,044,847

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The following table shows the number of tons of coal carried over the Intercolonial Railway from the Nova Scotia collieries to Ste. Rosalie, Montreal and St. John for points west thereof, and to local stations in each year since the road was opened as a through line:—

Year.	For the West.			To Local Stations.	Total.
	Via Ste. Rosalie.	Via Montreal.	Via St. John.		
1876-7.....				103,420	103,420
1877-8.....				97,043	97,043
1878-9.....		300		112,232	112,532
1879-80.....		1,097		135,369	136,466
1880-1.....		6,102	4,022	174,483	184,607
1881-2.....		18,015	11,779	218,364	248,158
1882-3.....		12,837	22,206	227,380	262,423
1883-4.....		32,014	19,534	252,014	293,562
1884-5.....		133,440	1,773	213,791	349,004
1885-6.....		171,170	21,150	215,272	407,592
1886-7.....		192,871	27,536	233,178	453,585
1887-8.....		183,704	36,228	309,727	529,659
1888-9.....		160,026	27,923	338,538	526,487
1889-0.....		164,453	25,126	366,967	554,546
1890-1.....		113,996	69,213	344,829	498,038
1891-2.....		35,447	5,918	392,441	433,806
1892-3.....		136,868	3,775	402,653	543,296
1893-4.....		102,273	8,028	367,390	478,691
1894-5.....		67,082	7,865	310,253	385,200
1895-6.....		53,124	9,681	369,708	432,513
1896-7.....		38,395	12,305	331,469	382,172
1897-8.....		9,084	9,796	351,069	369,949
1898-99.....		4,644	5,399	484,163	494,206
1899-1900.....		3,495		599,714	603,289
1900-1.....	136			506,454	506,590
1901-2.....	1,131	5,763	3,640	546,986	557,520
1902-3.....	2,200	7,817	6,775	725,727	742,519
1903-4.....	2,260	637	513	691,346	694,761
1904-5.....	800	265	5,022	596,290	602,377
1905-6.....	7,542	1,625	661	610,444	620,272
1906-7.....	1,737	2,808	3,252	624,833	632,630

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TABLE showing the number of bushels of grain carried during each year for shipment at Halifax since the road was opened as a through line to the west.

Year.	Bushels.		Total.	Year.	Bushels.		Total.
	Via Chaudière.	Via St. John.			Via Chaudière.	Via St. John.	
1876-77.....				1892-93.....	155,306	197,666	352,975
1877-78.....				1893-94.....	Nil.	8,026	8,026
1878-79.....				1894-95.....	"	Nil.	Nil.
1879-80.....				1895-96.....	"	"	"
1880-81.....				1896-97.....	"	"	"
1881-82.....				1897-98.....	8,000	"	8,000
1882-83.....	31,011		31,011	1898-99.....	30,000	"	30,000
1883-84.....	73,389		73,389	1899-1900.....	13,239	"	13,239
1884-85.....	300,901		300,901	1900-01.....	147	"	147
1885-86.....	389,122		389,122	1901-02.....	Nil.	"	Nil.
1886-87.....	575,880		575,880	1902-03.....	"	"	"
1887-88.....	69,021		69,021	1903-04.....	147,438	"	147,438
1888-89.....	129,725		129,725	1904-05.....	Nil.	"	Nil.
1889-90.....	502,012		502,012	1905-06.....	*170,000		170,000
1890-91.....	148,803	59,543	218,337	1906-07.....			Nil.
1891-92.....	845,997	519,500	1,265,497				

* Via Montreal.

TABLE showing the number of barrels of flour and meal carried during each year since the road was first opened as a through line to the west.

Year.	Barrels.	Year.	Barrels.
1876-77.....	254,710	1892-93.....	856,913
1877-78.....	557,778	1893-94.....	944,967
1878-79.....	630,329	1894-95.....	938,351
1879-80.....	535,248	1895-96.....	822,097
1880-81.....	672,310	1896-97.....	847,701
1881-82.....	692,095	1897-98.....	987,408
1882-83.....	983,916	1898-99.....	1,157,250
1883-84.....	817,134	1899-1900.....	1,234,077
1884-95.....	935,977	1900-01.....	1,292,106
1885-86.....	761,127	1901-02.....	1,311,707
1886-87.....	763,894	1902-03.....	1,521,540
1887-88.....	871,838	1903-04.....	1,607,050
1888-89.....	948,514	1904-05.....	1,769,480
1889-90.....	1,116,050	1905-06.....	1,882,630
1890-91.....	1,013,129	1906-07.....	1,531,140
1891-92.....	954,015		

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TABLE showing the number of bushels of grain carried during each year since the road was first opened as a through line to the west.

Year.	Bushels.	Year.	Bushels.
1876-77.....	292,852	1892-93.....	1,514,619
1877-78.....	331,170	1893-94.....	1,304,684
1878-79.....	302,921	1894-95.....	1,036,384
1879-80.....	534,021	1895-96.....	1,064,385
1880-81.....	565,678	1896-97.....	1,093,499
1881-82.....	560,253	1897-98.....	1,551,372
1882-83.....	1,195,601	1898-99.....	2,595,353
1883-84.....	654,673	1899-1900.....	2,720,453
1884-85.....	734,902	1900-1901.....	3,535,364
1885-86.....	849,800	1901-02.....	2,959,761
1886-87.....	1,018,395	1902-03.....	3,392,252
1887-88.....	1,219,035	1903-04.....	2,788,772
1888-89.....	1,256,158	1904-05.....	3,317,910
1890-90.....	2,610,202	1905-06.....	2,924,226
1890-91.....	2,890,921	1906-07.....	2,231,864
1891-92.....	3,776,677		

TABLE showing the quantity of lumber in feet carried during each year over the road since it was first opened for traffic as a through line to the west.

Year.	Feet.	Year.	Feet.
1876-77.....	50,096,474	1892-93.....	181,211,013
1877-78.....	56,626,547	1893-94.....	200,507,949
1878-79.....	55,626,696	1894-95.....	202,247,269
1879-80.....	55,462,654	1895-96.....	226,332,715
1880-81.....	72,841,388	1896-97.....	243,355,725
1881-82.....	78,356,418	1897-98.....	354,093,816
1882-83.....	104,633,417	1898-99.....	306,554,031
1883-84.....	131,120,948	1899-1900.....	379,350,074
1884-85.....	138,493,675	1900-1901.....	396,858,964
1885-86.....	117,186,512	1901-02.....	428,051,029
1886-87.....	161,801,763	1902-03.....	459,231,589
1887-88.....	197,755,272	1903-04.....	465,379,803
1888-89.....	199,507,777	1904-05.....	518,434,310
1889-90.....	210,886,071	1905-06.....	572,878,600
1890-91.....	184,188,324	1906-07.....	452,602,703
1891-92.....	175,474,340		

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TABLE showing the number of live stock carried during each year over the road since it was first opened for traffic as a through line to the west.

Year.	Number.	Year.	Number.
1876-77.....	34,414	1892-93.....	93,369
1877-78.....	46,498	1893-94.....	79,203
1878-79.....	47,584	1894-95.....	72,106
1879-80.....	70,990	1895-96.....	64,051
1880-81.....	61,574	1896-97.....	72,082
1881-82.....	73,479	1897-98.....	89,301
1882-83.....	68,338	1898-99.....	109,821
1883-84.....	60,090	1899-1900.....	92,813
1884-85.....	70,785	1900-01.....	95,923
1885-86.....	74,498	1901-02.....	98,495
1886-87.....	82,896	1902-03.....	127,060
1887-88.....	98,302	1903-04.....	113,006
1888-89.....	85,960	1904-05.....	110,670
1889-90.....	80,771	1905-06.....	106,589
1890-91.....	95,529	1906-07.....	97,381
1891-92.....	87,889		

TABLE showing the number of tons of ocean-borne goods to and from Europe carried over the road during each year since it was first opened for traffic as a through line.

Year.	Via Ste. Rosalie and from the West.	Via Mont-real to and from the West.	Via St. John to and from the West.	To and from local Stations.	Total.
1876-77.....					
1877-78.....		14,949		3,405	18,354
1878-79.....		21,628		2,643	24,271
1879-80.....		21,073		4,952	26,025
1880-81.....		15,454		3,334	18,788
1881-82.....		21,607		4,168	25,775
1882-83.....		24,875		7,911	32,786
1883-84.....		19,696		6,533	26,229
1884-85.....		22,787		8,405	31,192
1885-86.....		13,464		8,216	21,680
1886-87.....		16,923		9,811	26,734
1887-88.....		41,864		8,878	50,742
1888-89.....		17,340		11,481	28,821
1889-90.....		9,895		11,730	21,625
1890-91.....		9,923		10,764	20,687
1891-92.....		9,719	17	23,835	33,571
1892-93.....		7,295	100	12,319	19,714
1893-94.....		3,023	204	13,455	16,682
1894-95.....		6,749	213	10,399	17,361
1895-96.....		3,767	314	16,748	20,829
1896-97.....		2,654	263	17,239	20,156
1897-98.....		5,950	1,637	18,633	26,220
1898-99.....		2,465	243	31,555	34,263
1899-1900.....		2,379	307	37,108	39,794
1900-01.....	322	6,860	1,142	155,514	163,838
1901-02.....	1,106	7,780	1,528	172,733	183,147
1902-03.....	817	11,925	1,194	124,695	138,631
1903-04.....	2,079	21,377	2,994	146,070	174,520
1904-05.....	284	15,325	3,687	85,853	105,149
1905-06.....	2,026	17,217	5,337	128,462	153,042
1906-07.....	1,384	15,922	436	110,447	128,219

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TABLE showing the number of tons of raw and refined sugar carried over the road during each year since it was first opened as a through line.

Year.	RAW SUGAR.					REFINED SUGAR.				
	Via Ste. Rosalie.	To Montreal for the West.	To St. John for the West.	To Local Stations	Total.	To Ste. Rosalie for the West.	To Montreal for the West.	To St. John for the West.	To Local Stations	Total.
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77....		340			340					
1877-78....		186			186					
1878-79....		1,041			1,041					
1879-80....		12,220			12,220					
1880-81....		13,872			13,872		4,022		2,902	6,924
1881-82....		14,256		1,290	15,546		7,116		3,607	10,753
1882-83....		9,465		508	9,973		11,126		5,497	16,623
1883-84....		13,778		3,068	16,846		14,543		7,265	21,808
1884-85....		10,381		3,661	14,042		18,024		8,445	26,469
1885-86....		4,394		3,998	8,392		7,674		5,858	13,518
1886-87....		20,450		8,500	28,950		15,044		8,395	23,439
1887-88....		14,320		14,085	28,405		21,641		7,133	28,774
1888-89....		24,358		7,160	31,518		12,955		11,120	24,075
1889-90....		7,390		8,913	16,303		6,778		6,125	12,903
1890-91....		5,088	4,670	8,215	17,973		10,130	468	5,996	16,594
1891-92....		7,142	3,960	10,535	21,637		12,633	7,647	12,414	32,721
1892-93....				10,137	10,137		8,327	6,456	7,840	22,623
1893-94....				6,775	6,775		17,729	6,967	8,885	33,581
1894-95....				10,342	10,342		13,351	15,819	4,695	33,865
1895-96....				9,824	9,824		15,138	13,734	11,309	40,181
1896-97....				4,925	4,925		5,694	8,069	6,957	20,720
1897-98....							6,624	8,821	10,989	26,534
1898-99....							8,138	2,193	15,833	26,164
1899-1900..		96			96		9,795	257	19,655	29,907
1900-01....		489			489	403	14,791	12	10,615	25,821
1901-02....		90		11,553	11,643	3,101	6,831	861	18,839	29,632
1902-03....		194		17,137	17,331	3,183	5,763	1,636	20,529	31,111
1903-04....	357	875		7,495	8,727	6,013	8,628	879	29,400	44,920
1904-05....	602	509	78	1,495	15,684	1,446	7,107	224	22,937	31,764
1905-06....		715	68	9,308	10,091	4,235	12,268	176	24,780	41,459
1906-07....		394		14,671	15,065	1,998	5,898	2,374	13,927	24,197

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TABLE showing the number of tons of fresh and salt fish carried over the road during each year since it was opened as a through line.

Year.	FRESH FISH.					SALT FISH.				
	To Ste. Rosalie for the West.	To Mont-real for the West.	To St. John for the West.	To Local Stations.	Total.	To Ste. Rosalie for the West.	To Mont-real for the West.	To St. John for the West.	To local Stations.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77.....		530	921	527	1,978		551	1,848	802	3,201
1877-78.....		596	1,015	474	2,085		898	1,644	805	3,347
1878-79.....		471	1,336	817	2,624		988	1,038	1,048	2,974
1879-80.....		519	1,362	453	2,334		1,612	2,238	959	4,809
1880-81.....		498	1,879	920	3,297		2,418	937	1,051	4,406
1881-82.....		475	1,619	957	3,051		4,031	1,066	2,487	7,584
1882-83.....		542	384	393	1,319		3,229	759	1,354	5,412
1883-84.....		838	1,682	412	2,932		1,322	1,143	1,224	3,689
1884-85.....		1,062	1,885	484	3,431		3,563	3,600	1,596	8,759
1885-86.....		1,669	1,645	902	4,216		1,680	2,047	3,376	7,103
1886-87.....		1,278	1,572	2,008	4,858		3,236	569	1,747	5,552
1887-88.....		1,533	1,477	1,031	4,041		2,617	476	1,099	4,193
1888-89.....		2,474	2,000	1,870	6,344		3,070	7,746	2,994	13,810
1889-90.....		2,235	1,787	2,111	6,223		2,449	847	3,288	6,584
1890-91.....		2,029	2,788	1,848	6,665		1,953	1,917	3,236	7,106
1891-92.....		1,367	1,746	547	3,660		1,946	928	1,889	4,763
1892-93.....		1,683	1,875	3,340	6,898		3,262	1,811	2,176	7,249
1893-94.....		1,959	2,192	2,224	6,375		2,921	1,814	2,962	7,697
1894-95.....		2,006	3,726	1,160	6,892		2,075	1,849	5,285	10,209
1895-96.....		1,966	3,059	1,319	6,344		1,863	1,087	2,791	5,741
1896-97.....		3,307	3,115	1,286	7,708		2,168	1,176	2,536	5,880
1897-98.....		3,575	3,703	1,052	8,330		1,729	1,066	2,210	5,005
1898-99.....		1,210	2,070	3,305	6,583		1,651	1,198	3,625	5,474
1899-1900.....		2,547	2,706	3,686	8,939		2,421	1,563	2,659	6,643
1900-01.....	37	2,009	3,207	4,125	9,393	360	3,419	1,346	4,643	9,768
1901-02.....	219	3,013	4,373	5,477	13,082	283	3,150	1,413	5,196	10,042
1902-03.....	140	2,269	3,040	4,842	10,289	493	2,808	1,615	6,579	11,495
1903-04.....	539	1,939	3,588	5,002	11,068	225	2,359	564	5,848	8,996
1904-05.....	779	1,902	3,674	5,516	11,871	433	2,673	272	6,759	10,137
1905-06.....	284	2,748	2,439	7,706	13,177	683	2,740	346	6,994	10,763
1906-07.....	320	2,882	3,712	7,400	14,314	307	3,156	416	6,348	10,227

During the year 182·66 miles of 56, 58, 67, 80 and 110 lb. rails were taken up and replaced with 67 and 80 lb. rails; 466,759 ties and 272 sets of switches renewed.

Cost of road and equipment up to March 31, 1907.

On capital account—

Road, including \$1,464,000 paid on account purchasing Drummond County Railway.....	\$65,517,279 65
Rolling stock.....	17,227,658 24

Total..... \$82,744,937 89

The work of increased accommodation at the deep water terminus at Halifax is progressing, which facilitates the work of conducting the traffic.

Both the road and rolling stock have been efficiently maintained during the year.

Additions to the rolling stock continue to be made, as being a necessity for the efficient working of the traffic.

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WINDSOR BRANCH.

This road continues to be operated by the Dominion Atlantic Railway Company, formerly the Windsor and Annapolis Railway Company, the company receiving two-thirds of the gross earnings for working the traffic, and the government one-third of the gross earnings for maintaining the way and works.

Year.	Miles in oper- ation.	One-third gross earnings.	Proportion of one-third gross earnings credited to line Windsor Junction to Halifax.	Proportion of one-third gross earnings credited to the Windsor Branch.	Maintenance expenses.	Profit.	Loss.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1880-81..	32	28,434 29	7,217 76	21,216 53	20,502 26	714 27	
1881-82..	32	28,461 07	7,407 88	21,052 19	13,099 55	7,953 64	
1882-83..	32	31,199 77	8,085 88	24,113 89	23,103 93	1,009 96	
1883-84..	32	30,428 39	7,409 46	23,018 93	22,140 86	878 07	
1884-85..	32	32,246 30	7,794 95	24,451 35	18,751 96	5,699 39	
1885-86..	32	31,185 63	7,527 52	23,658 11	19,229 49	4,428 62	
1886-87..	32	33,564 58	8,237 00	25,327 58	26,042 33		714 75
1887-88..	32	32,242 85	6,689 30	24,553 55	24,040 33	513 22	
1888-89..	32	37,313 43	8,941 32	28,372 11	20,856 50	7,515 61	
1889-90..	32	39,544 19	9,381 73	30,162 46	18,982 82	11,179 64	
1890-91..	32	39,519 56	9,284 43	33,508 35	28,931 71	1,303 42	
1891-92..	32	42,891 23	9,382 38	30,235 13	19,514 37	13,994 48	
1892-93..	32	43,901 28	9,585 17	34,316 11	16,889 95	17,426 16	
1893-94..	32	41,834 70	8,859 23	32,975 47	17,645 09	15,330 38	
1894-95..	32	50,703 84	11,626 20	39,077 64	14,640 07	24,437 57	
1895-96..	32	47,456 74	10,894 91	36,561 83	16,476 46	20,985 37	
1896-97..	32	54,208 81	13,605 58	40,603 23	10,821 04	29,782 19	
1897-98..	32	48,892 21	11,665 57	37,226 64	18,181 09	14,045 01	
1898-99..	32	56,314 51	13,840 48	42,474 04	12,873 06	29,600 94	
1899-1900	32	62,266 61	14,925 18	47,351 43	12,891 56	34,459 87	
1900-01..	32	62,523 20	15,261 31	47,261 89	16,862 66	30,399 23	
1901-02	32	65,315 38	15,710 79	49,604 59	16,376 27	33,228 32	
1902-03..	32	56,417 38	13,856 57	42,560 81	17,843 19	24,717 62	
1903-04..	32	72,708 54	19,074 49	53,634 05	24,281 09	29,352 96	
1904-05..	32	66,798 46	16,759 79	50,038 67	26,863 16	23,175 51	
1905-06..	32	65,936 66	16,484 16	49,452 50	17,485 97	31,966 53	
1906-07..	32	61,597 30	16,156 78	45,440 52	15,425 32	30,015 20	

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PRINCE EDWARD ISLAND.

CAPITAL ACCOUNT.

The cost of road and rolling stock up to March 31, 1907:—

Road, &c.	\$6,712,032 35
Rolling stock.	595,266 86
Total.	\$7,307,299 21

The rolling stock provided on capital account consisted of:—

Engines.	PASSENGER CAR STOCK.			Official cars.	Box, cattle and Refrigerator cars.	Platform cars and coal cars.	Conductors' vans.	Pay car.	Snow ploughs.	Flangers.
	1st class cars.	2nd class cars.	Baggage smoking and postal.							
27	23	19	14	1	248 21 3	147 22	4	1	10	9
					272	169				

The capital expenditure during the year amounted to \$91,710.52, of which \$70,-316 was expended on increased accommodation at Charlottetown.

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The following table shows the working expenses, the gross and net earnings, the tons of freight and number of persons carried each year since June 30, 1875, when the road was first opened for traffic:—

Year.	Miles in operation.	Working expenses.	Gross earnings.	Loss.	Tons of freight carried.	No. of passengers carried.
		\$ cts.	\$ cts.	\$ cts.		
1875-76	199	214,930 43	118,060 96	96,869 47	28,358	93,964
1876-77	199	228,595 25	130,664 92	97,930 33	41,039	93,478
1877-78	199	221,599 49	135,899 60	85,699 89	38,668	111,428
1878-79	199	223,313 12	125,855 99	97,457 21	38,923	105,046
1879-80	199	164,640 55	113,851 11	50,789 44	37,208	90,533
1880-81	199	203,122 88	131,131 43	71,991 45	45,336	102,937
1881-82	199	228,259 97	137,267 54	90,922 43	48,315	118,436
1882-83	199	252,808 41	146,170 42	106,637 99	51,920	117,162
1883-84	199	236,428 13	144,504 12	91,924 01	51,841	118,988
1884-85	211	211,207 01	158,588 06	52,618 95	57,346	130,423
1885-86	211	216,744 34	155,584 36	61,159 98	57,913	120,374
1886-87	211	204,237 37	155,303 37	48,934 00	63,589	103,067
1887-88	211	229,639 95	158,365 62	71,276 33	59,603	131,246
1888-89	211	247,559 44	171,369 56	76,189 89	55,682	152,780
1889-90	211	266,485 85	160,971 78	105,514 07	51,604	133,099
1890-91	211	257,990 08	174,258 05	83,732 03	59,511	145,508
1891-92	211	289,706 38	157,442 69	132,263 69	51,065	139,389
1892-93	211	226,422 17	162,690 42	63,731 75	56,718	132,111
1893-94	211	226,891 06	158,533 83	68,257 23	53,577	123,727
1894-95	211	232,105 19	149,654 71	83,250 41	48,325	125,089
1895-96	211	225,138 56	146,476 54	78,662 02	46,395	122,586
1896-97	211	240,489 90	153,443 13	87,046 77	52,151	121,498
1897-98	211	231,418 74	158,950 61	72,468 13	57,539	126,510
1898-99	211	218,053 01	165,021 03	53,040 98	57,968	129,667
1899-1900	211	220,931 81	174,738 73	46,193 08	62,227	147,471
1900-01	211	261,766 24	193,833 48	67,883 76	73,696	157,793
1901-02	210	270,159 97	197,999 97	72,160 00	75,381	184,748
1902-03	209	259,637 82	217,714 24	41,923 58	80,582	205,265
1903-04	209	335,695 44	234,390 03	101,305 41	86,286	224,517
1904-05	209	370,464 44	217,330 61	153,133 83	75,969	235,194
1905-06	261	294,253 16	257,270 57	36,982 59	87,162	256,092
1906-07	267	283,148 50	215,434 97	67,713 53	67,144	232,371

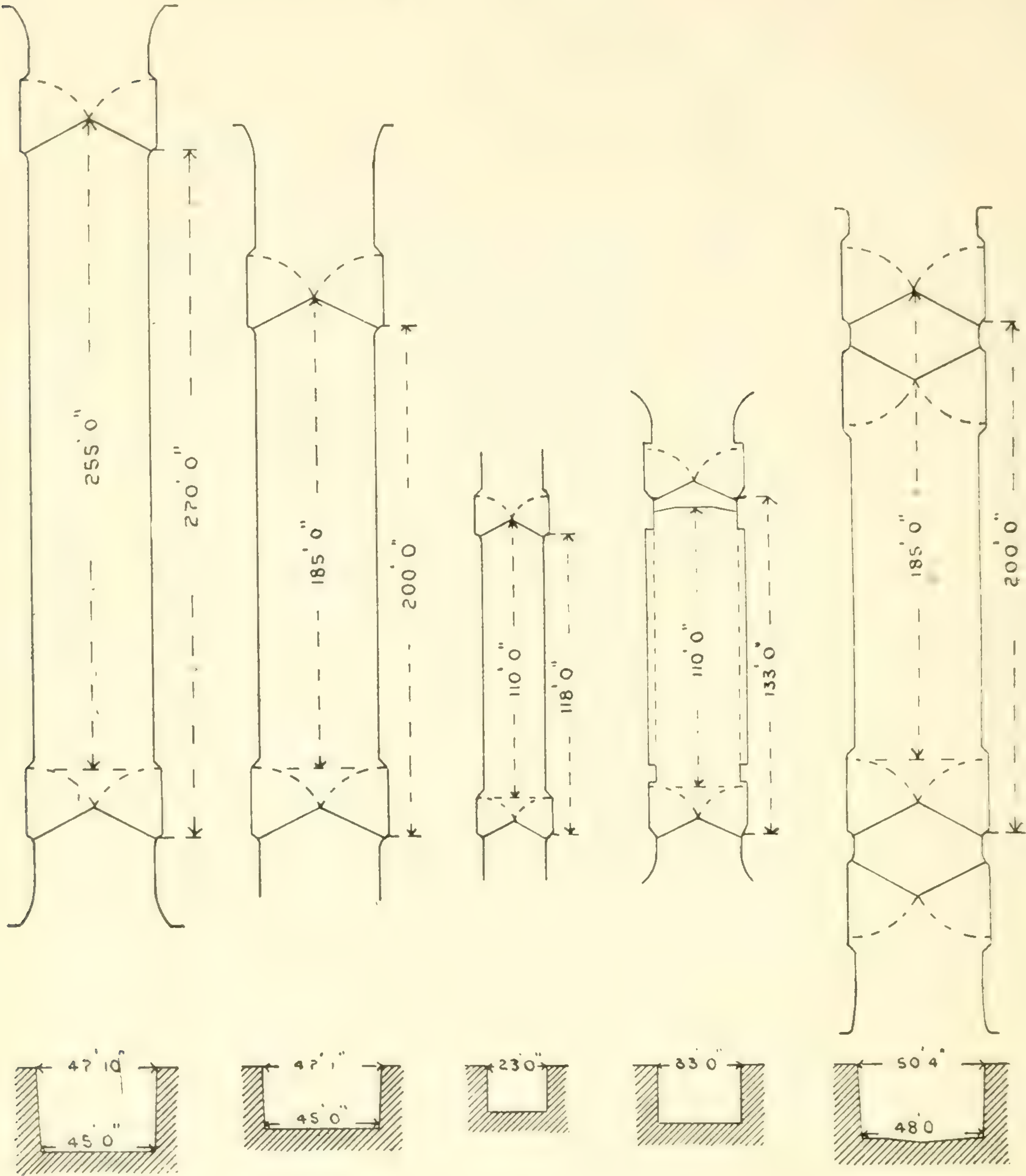
Steel rails (50 and 56 lb. to yard)	263·5
Iron rails (40 lb. to yard)	4

Total length of road.. 267·5

The road and rolling stock are in good running condition.

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Plans and Sections showing the Dimensions of the Smallest Lock on each



Lachine.

St Anne,
St Ours,
Carillon,
& Grenville.

Chambly.

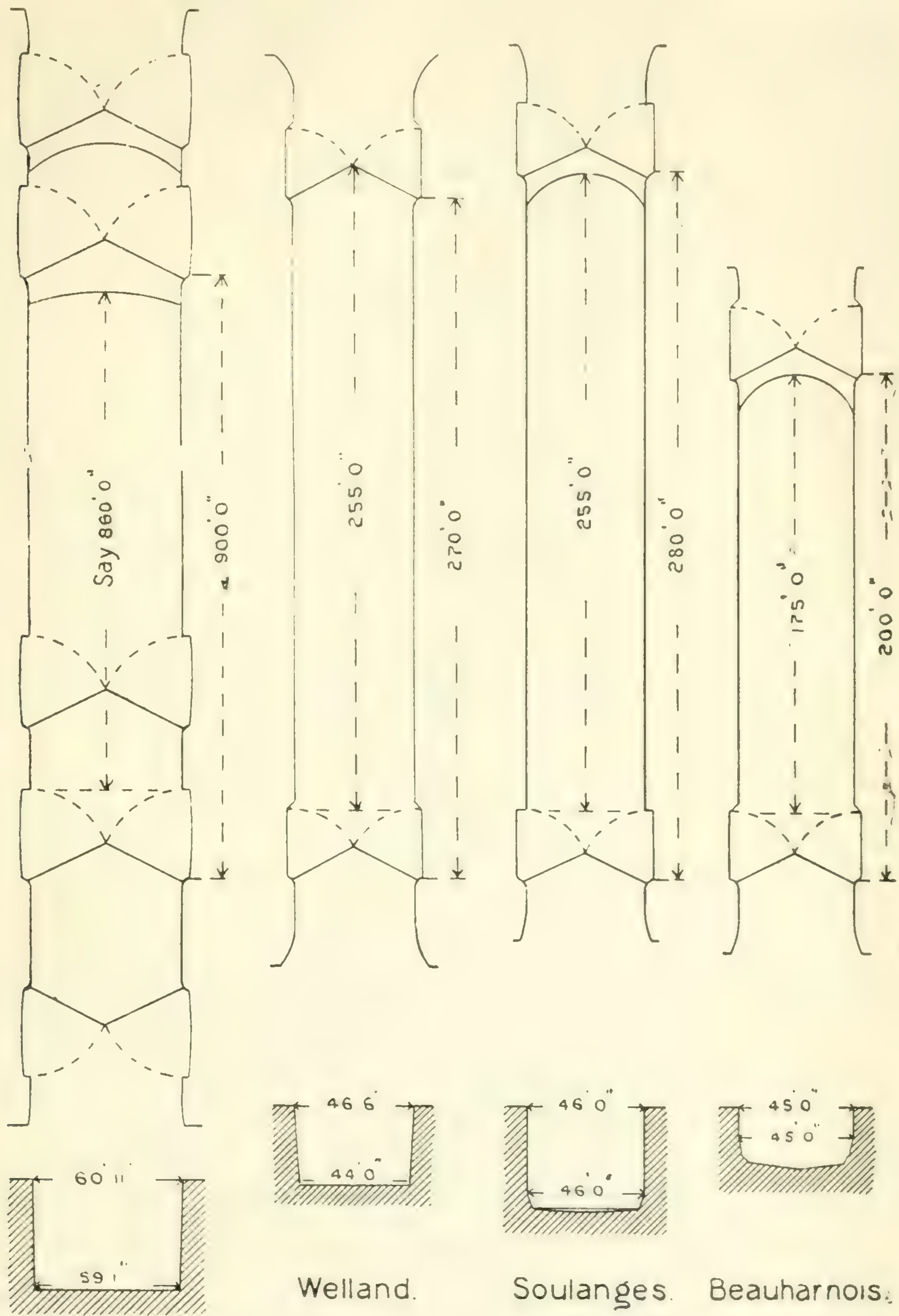
Rideau.

St Peter's

There are no locks on the through route between Lake Superior and

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of the Canadian Canal Systems except the Trent Canal, which is uncompleted.



Sault Ste. Marie.

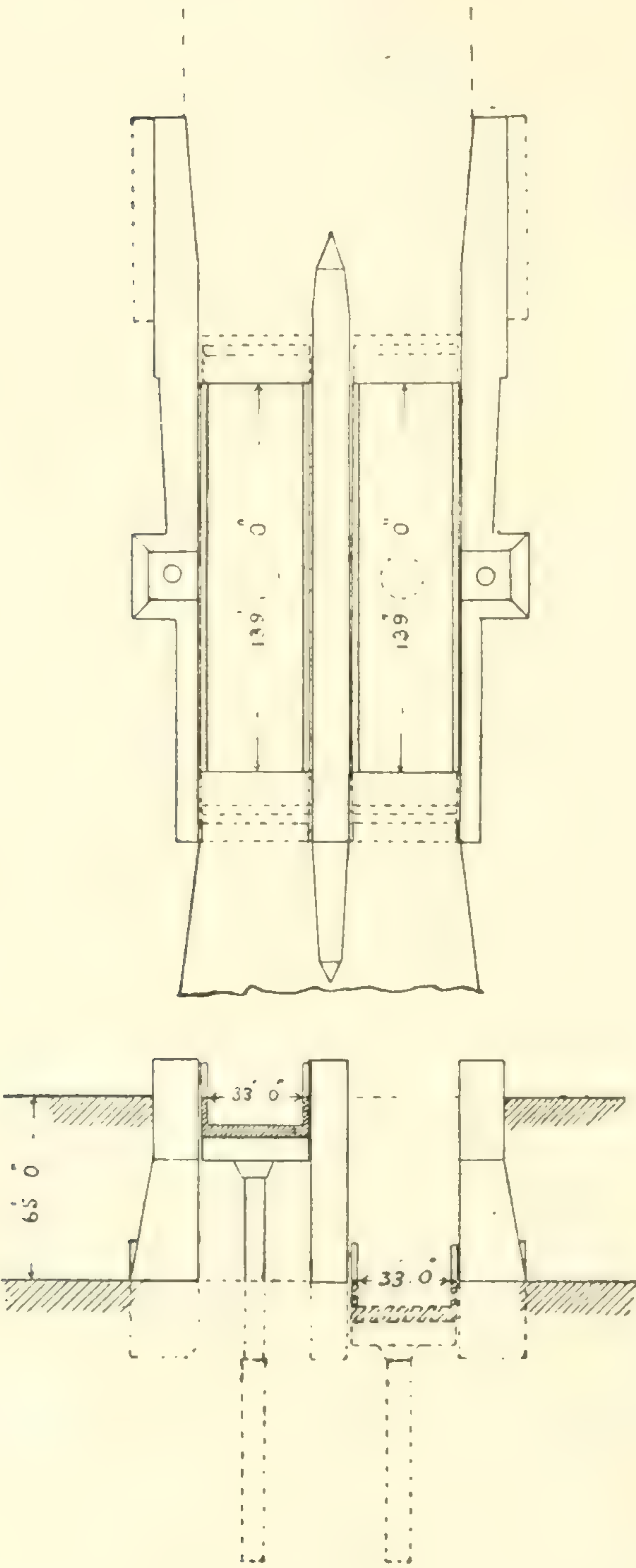
Montreal of less dimension than those of the Welland Canal Locks.

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TRENT CANAL

Hydraulic Lift-Lock at Peterborough

65 Feet Lift



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CANALS.

The preceding diagrams of the locks on the Lachine, Soulanges, Welland and Sault Ste. Marie canals practically give the key to the whole navigation between Montreal and Lake Superior. There are no locks to be passed of less dimensions than those of the Welland canal.

The dimensions of the locks of the Beauharnois, Carillon and Grenville, St. Anne, Chambly, St. Ours, Rideau, Trent and St. Peter's are also shown.

CONSTRUCTION.

SOULANGES CANAL.

This canal extends from Coteau Landing to Cascades, a distance of 14 miles.

The works of construction of this canal are completed.

Total expenditure up to June 30, 1906..	\$6,891,174 70
Expended during the year ended March 31, 1907.. . .	13,508 88
	<hr/>
Total expended up to March 31, 1907..	\$6,904,683 58

There yet remain some further payments to be made.

SAULT STE. MARIE CANAL.

This canal is cut through St. Mary's island; it is 1½ miles in length. The depth of water on the mitre sill at low water is 20 feet 4 inches, 22 feet in the prism, 21 feet 5 inches in the lower entrance, with a minimum width of 315 feet. In the upper entrance there is only a depth of 18 feet of water at low water, but the work of deepening to 21 feet 5 inches is in progress. A contract was entered into with Mr. Boone to continue the work of deepening and widening, which, when completed, will give safe passage for vessels approaching and departing from the canal.

It having been found necessary to lengthen the entrance piers at each end of the canal, a contract has been entered into with Mr. Birmingham to extend south lower entrance pier 800 feet. The work is completed. For the extension of 800 feet to the south upper entrance pier, a contract has been entered into with O'Boyle Bros., which is completed. An addition of 40 feet is being built to south entrance pier. When this work is brought to a finish the construction of the canal may be considered complete, unless, with a view to appearance of neatness and beauty, it is considered desirable to level up the grounds, lay them out in parterres, and plant them with trees and shrubs.

Total expenditure up to June 30, 1906..	\$4,543,675 99
Expended from June 30, 1906, to March 31, 1907	95,504 63
	<hr/>
Total expended up to March 31, 1907..	\$4,639,180 62

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TRENT CANAL.

This canal is designed to extend from the waters of Lake Ontario to the Georgian bay on Lake Huron, at the mouth of the Severn river, the total distance being about 200 miles, of which 20 miles are canal and about 180 miles river and lake navigation.

Sections 1 and 2, on the Peterborough-Lakefield division, 9.61 miles, which were constructed by Messrs. Brown, Love & Aylmer and Messrs. Corry & Laverdure respectively, were opened for traffic on July 9, 1904, on which date the hydraulic lift-lock at Peterborough was formally put in operation. The lift-lock has a lift of 65 feet. It was fully described in the report of 1904.

The contract for the steel for this hydraulic lift-lock was awarded to the Dominion Bridge Company of Montreal, on February 15, 1905, and the work under this contract is completed.

Balsam-Simcoe Lake Division.

For section No. 1 Mr. Andrew Onderdonk was the contractor. He completed his contract some time ago, but as it is only a section of this division, it is only occasionally used, and has not been formally opened for public traffic. It is about six miles in length.

Section No. 2 is completed.

Section No. 3.—The contract for this section was awarded to Messrs. Brown & Aylmer on September 6, 1900. The work consists of constructing five concrete locks, three dams, three swing bridges, the necessary excavation, culverts, &c., and is completed.

To complete this canal, which is designed to extend from the Georgian bay to the waters of Lake Ontario, there remain to be placed under contract the section from Lake Simcoe to Georgian bay and the work between Heeley's falls and Lake Ontario waters.

Holland River Division.

Section No. 1.—A contract for this section was entered into with the Lake Simcoe Dredging Company on April 30, 1906.

Section No. 2.—From Holland Landing to Newmarket, a contract has been made with Mr. J. Riley of St. Catharines for this section.

The following is a statement of the expenditure made on the construction of this canal from its commencement up to March 31, 1907.

Expended prior to June 30, 1867..	\$ 309,371 31
Expended subsequent to June 30, 1867, and up to June 30, 1894 (date of works contracted for)....	782,584 88
Expended from June 30, 1894, to June 30, 1904.. . .	3,512,435 81
Total expenditure up to June 30, 1905..	4,957,653 75
Expended from June 30, 1905, to June 30, 1906.. . .	319,789 49
Total expenditure up to June 30, 1906..	\$5,277,443 24
Expended from June 30, 1906, to March 31, 1907.. . .	153,045 42
Total expenditure to March 31, 1907..	\$5,430,488 66

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ENLARGEMENT.

LACHINE CANAL.

This canal extends from Montreal to Lachine, a distance of 8½ miles. There are 5 lift locks, 270 x 45 feet, with 14 feet water on the mitre sills, giving a total rise of 45 feet. There was a large amount of work performed in the way of repairs and renewals during the year. There were new plans prepared during the year providing for the rebuilding of part of the slope walls in concrete. Messrs. Quinlan & Robertson secured the contract and the work was pushed vigorously as soon as the canal was unwatered. The work of dredging the basin, &c., was continued during the year. The total quantity of material excavated was about 8,000 cubic yards. Work on the installation of the electric machinery for the operation of lock gates, &c., was continued during the year.

The total expenditure for original construction from	
1843 to 1848..	\$2,587,532 85
Expenditure in 1869..	2,000
<hr/>	
Total expenditure up to June 30, 1869..	\$2,589,532 85
Total expenditure for enlargement up	
to June 30, 1905..	\$8,885,578 80
Expended in year ended June 30, 1906	103,798 28
<hr/>	
Total expenditure to June 30, 1906.	\$8,989,377 08
Expended from June 30, 1906, to	
March 31, 1907..	18,840 85
<hr/>	
Total expenditure for enlargement to March 31, 1907.	9,008,217 93
<hr/>	
Total expenditure for construction and enlargement	
to March 31, 1907..	\$11,597,750 78

CORNWALL CANAL.

This canal extends from Cornwall to Dickenson's Landing, a distance of 11 miles. No special work during the year.

FARRAN'S POINT CANAL.

This canal commences at Farran's Point and extends a mile westward. The work of enlargement on this canal is completed.

The total expenditure for construction and enlarge-	
ment up to June 30, 1906, is..	\$877,090 57
Expended during year ended March 31, 1907..	Nil
<hr/>	
Total expenditure up to March 31, 1907..	\$877,090 57

RAPIDE PLAT CANAL.

This canal extends from Morrisburg west ward for a distance of 3½ miles.

A power plant is being constructed at the lock in the village of Morrisurg for manufacturing and lighting purposes.

The work of enlargement was completed on January 14, 1905.

Total expenditure up to June 30, 1906..	\$2,157,487 09
Expended during the year ended March 31, 1907.. . .	Nil

Total expenditure up to March 31, 1907..	\$2,157,487 09	..
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GALOPS CANAL. . .

The works of enlargement of both the Iroquois section and the Cardinal section of this canal are completed, and the engineers are preparing the final estimates, the details of which, in order to meet the requirements of the Auditor General's office, are very voluminous.

The work on the upper entrance section, for which Messrs. Murray & Cleveland are the contractors, is drawing to a close, and will, it is confidently expected, be completed during the current year. A wharf was built at Cardinal.

Total expenditure on enlargement up to June 30, 1906.	\$5,960,844 40
Expended from June 30, 1906, to March 31, 1907.....	45,000 00

Total expenditure up to March 31, 1907..	\$6,005,844 40
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WELLAND CANAL.

The trunk line extends from Port Dalhousie on Lake Ontario to Port Colborne on Lake Erie, a distance of 26¾ miles.

IMPROVEMENTS AT PORT COLBORNE.

Messrs. Hogan & McDonell are the contractors for this work. The condition of the works may be described as follows :—

The contractors have made some progress with the excavation in the new harbour. Mr. M. J. Hogan, under his contract for 'New Docking along West Pier,' has made very good progress; nearly all of the cribs being in place and a large portion of the concrete superstructure.

The foundations for the proposed elevator on Dock No. 2, under contract to Messrs. Larkin & Sangster, has been completed, and the filling around the piers has been put in place by Messrs Hogan & McDonell.

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The contract was let to P. Lyall & Sons to build an 800,000 bushel elevator work is under way.

Total expenditure up to June 30, 1906.. . . .	\$1,207,959 10
Expended from June 30, 1904, to March 31, 1907.. . .	287,586 16
	<hr/>
Total expenditure up to March 31, 1907.. . . .	\$1,495,545 26
	<hr/> <hr/>

REMOVAL OF OBSTRUCTIONS AND IMPROVEMENTS.

The obstructions referred to are the pivot piers of the bridges in the centre of the canal. It is proposed each year, to tear down two or three of the old bridges and build new structures spanning the entire channel, until all the bridges have been rebuilt.

Six of these bridges have been replaced with modern structures, giving a clear channel 100 feet in width.

Other improvements of various kinds have been caried out.

Total expenditure up to June 30, 1906.... .	\$ 656,464 21
Expended from June 30, 1906, to March 31, 1907	Nil.
	<hr/>
Total expenditure up to March 31, 1907.. . . .	\$ 656,464 21
	<hr/> <hr/>

DEEPENING PORTIONS OF LONG LEVEL.

This work is being executed by Magann & Phinn.

This deepening will give 17 feet at normal level and 15 feet at extreme low water; the work is nearing completion.

Total expenditure up to June 30, 1906.. . . .	\$ 492,288 76
Expended from June 30, 1906, to March 31, 1907.. . . .	61,516 73
	<hr/>
Total expenditure up to March 31, 1907.. . . .	553,805 49
	<hr/> <hr/>

	Construction.	Enlargement.
Total expenditure up to June 30, 1906.	\$7,693,824 03	\$19,101,740 34
Expended from June 30, 1906, to March 31, 1907.. . .		480,305 03
		<hr/>
Total expenditure up to March 31, 1907.... .		\$19,582,045 37
		<hr/> <hr/>

ST. LAWRENCE RIVER AND LAKE IMPROVEMENTS.

GALOPS RAPIDS CHANNEL.

This work is being executed by the contractors, the Gilbert Blasting and Dredging Company.

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Total expenditure up to June 30, 1906..	\$ 986,132 81
Expended from June 30, 1906, to March 31, 1907.. . .	13,350 00
	<hr/>
Total expenditure up to March 31, 1907....	\$ 999,482 81
	<hr/> <hr/>

NORTH CHANNEL.

This channel is about 2½ miles in length, 300 feet wide, with 16 feet of water at low water.

It commences about one mile west of the upper entrance to the Galops canal, and runs in a direct line to deep water off Chimney Point.

The work also comprises the building of dam from Adam's island to Galops (Ogden) island. These works are being executed by the contractor, Mr. M. A. Cleveland, and it is expected that they will all be completed this season, 1906.

Total expenditure up to June 30, 1906..	\$1,539,590 72
Expended from June 30, 1906, to March 31, 1907.. . . .	61,528 34
	<hr/>
Total expenditure up to March 31, 1907..	\$1,601,119 06
	<hr/> <hr/>

ST. LAWRENCE RIVER AND CANALS.

REDUCING SHOALS WEST OF CORNWALL CANAL.

The contemplated improvement of the river channel west of the upper entrance of the Cornwall canal has been completed by the removal of the following five shoals:—

- Wagner's Island shoal.
- Dawson's Point.
- Archibald's Point.
- Markell's Point.
- Maxwell's shoal.

The removal of these shoals to a depth of 17½ feet of water, has materially improved the channel. It has changed the direction of the current, which, instead of flowing in the direction of the Long Sault as heretofore, has taken a direct course towards the entrance of the canal, a deviation which greatly advantages the navigation of the channel.

Total expenditure on river reaches to June 30, 1906 ..	\$ 491,266 05
Expenditure June 30, 1906, to March 31, 1907.. . .	5,218 03
	<hr/>
Total expenditure to March 31, 1907...	\$ 496,484 08
	<hr/> <hr/>

SUMMARY.

To summarize, I may state the cost of construction and enlargement of the canals and improvements to the river and lakes up to March 31, 1907, to be as follows, viz.:—

Route from Montreal to Port Arthur.

	Original Construction of Canals.	Enlargement of Canals.	Improvement to St. Lawrence River and Lakes.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lachine Canal.....	2,589,532 85	9,008,217 89	.....	11,597,750 74
Lake St. Louis.....	.....	.....	298,176 11	298,176 11
Soulanges Canal.....	6,904,673 58	.....	.....	6,904,673 58
Lake St. Francis.....	.....	.....	75,906 71	75,906 71
Cornwall Canal.....	1,945,624 73	5,271,224 12	.....	7,216,848 85
Williamsburg Canal.....	1,320,655 54	10,676 26	.....	.....
Farran's Point Canal.....	.....	877,090 57	.....	10,373,291 29
Rapide Plat Canal.....	.....	2,158,242 00	.....	.....
Galops Canal.....	.....	6,006,626 92	.....	.....
Galops Rapids.....	.....	.....	999,482 81	999,482 81
River Reaches.....	.....	.....	718,674 78	718,674 78
North Channel.....	.....	.....	1,601,118 61	1,601,118 61
Murray Canal.....	1,248,820 26	.....	.....	1,248,820 26
Welland Canal.....	7,693,824 03	19,582,045 37	.....	27,275,869 40
Sault Ste. Marie Canal.....	4,639,180 62	.....	.....	4,639,180 62
Total.....	26,342,311 61	42,914,123 13	3,693,359 02	72,949,793 76

If to the above total there is added the cost of the Beauharnois canal—\$1,636,690.26, not now required for navigation—the total expenditure is \$74,586,484.02.

Route from Lachine to Ottawa.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
St. Anne's Lock.....	134,456 51	1,035,759 12	1,170,215 63
Carillon and Grenville Canals.....	63,053 64	4,119,039 32	4,182,092 96
Total.....	197,510 15	5,154,798 44	5,352,308 59

Construction by the Imperial Government is not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

Route from Ottawa to Kingston.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Rideau Canal.....	4,085,889 21	4,085,889 21
Tay Canal.....	489,599 23	489,599 23
Total.....	4,575,488 44	8,575,488 44

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Route from St. John, P.Q., to Sorel.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Chambly Canal.....	637,056 76	.....	67,056 76
St. Ours Lock.....	121,537 65	.....	121,537 65
Total	758,594 41	.....	758,594 41

Route from Lake Ontario to Georgian Bay.

	Original Construction.	Enlargement.	Total.
	\$ cts.	cts.	\$ cts.
Trent Canal.....	5,409,524 26	.....	5,409,524 26
Total	5,409,542 26	.....	5,409,524 26

Route from Atlantic Ocean to Bras d'Or Lakes.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
St. Peter's Canal—Cape Breton.	248,762 84	399,784 30	648,547 14
Total	248,762 84	399,784 30	648,547 14

The Culbute canal has been abandoned and the Beauharnois canal is no longer required for navigation purposes, but has to be maintained as a power canal.

The construction of these two canals cost :—

Culbute canal.....	\$ 382,776 46
Beauharnois canal.. . . .	1,636 690 26
Total.. . . .	\$2,019,466 72

MAINTENANCE AND OPERATION.

LACHINE CANAL.

Operation.

An interruption occurred to the traffic through this canal during the season of 1906 of 56 hours.

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Maintenance.

A very large amount of work was performed towards maintaining the canal in good order during the year.

The cost of repairs made during the year ended March 31, 1907, is as follows:—

Ordinary repairs under head of staff and repairs..	..\$	47,465	20
Special repairs under head of income—			
Grading and finishing lock No. 2..	..	..\$	6,998 18
Wall at Warehousing Co.'s basin No. 2..	..	20,717	03
Widening wharf, basin No. 1..	..	20,462	30
Locks Nos. 1 and 2..	..	5,000	00
Repairs to lock No. 1..	..	12,694	74
			<hr/>
			65,872 25
			<hr/>
Total..	..	..\$	113,337 45
			<hr/>

SOLLANGES CANAL.

Operation.

The operation of this canal was conducted without interruption during the season of 1906. The cost of repairs made during the year ended March 31, 1907, is as follows:—

Ordinary repairs under head of staff and repairs..	..\$	15,604	71
Special repairs under head of income—			
General repairs...	..	3,216	29
			<hr/>
Total..	..	..\$	18,821 00
			<hr/>

CORNWALL CANAL.

Operation.

No interruption occurred to the traffic through this canal during the season of 1906.

The canal is well lighted by electricity, and the lock gates, valves, weirs and bridges have continued to be operated most successfully by electrical power.

Maintenance.

The cost of repairs during the year ended March 31, 1907, is as follows:—

Ordinary repairs under the head of staff and repairs..	..\$	24,489	18
Special repairs under head of income—			
To build scow..	..	..\$	2,361 75
To rebuild river wharf at foot of canal...	..	17	70
To put in rip-rap facing of stone around 'The			
Point' between the locks..	..	1,084	00
Repairs North Bank..	..	728	16
			<hr/>
			4,191 61
			<hr/>
Total..\$	28,689 79
			<hr/>

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WILLIAMSBURG CANAL.

Operation.

No interruption occurred in the traffic through these canals during the season of 1906.

Maintenance.

The cost of repairs during the year ended March 31, 1907, is as follows:—

Ordinary repairs under the head of staff and repairs....	\$8,501 57
To stop leak in bank.....	\$18,000 00
To rebuild retaining walls.....	405 65
	<hr/>
	18,405 65
	<hr/>
Total.....	\$26,907 22
	<hr/>

WELLAND CANAL.

Operation.

The removal of the pivot piers from the centre of the canal, which is being done by degrees, is a great benefit to navigation, and is much appreciated by the transportation companies using the canal. Navigation was interrupted for 42 hours.

Maintenance.

The cost of repairs during the year ended March 31, 1907, is as follows:—

Ordinary repairs under the head of staffs and repairs..	\$53,247 50
Special repairs under head of income—	
Stone protection to banks of canal.. . . .	\$19,961 38
Renew abutment, Chippawa and O’Neil’s	
bridges.....	11,999 57
To build retaining wall in rock cut.....	12,107 60
To renew foundations of weir at lock No.	
2, old canal.....	4,604 93
To renew entrance piers at Port Maitland.	7,362 99
	<hr/>
	66,036 47
	<hr/>
	\$109,283 97
	<hr/>

SAULT STE MARIE CANAL.

Operation.

No interruption to navigation occurred in this canal during the season. -

During the season of 1906, there were 4,152 lockages, passing 5,913 registered and unregistered vessels and scows, with a total tonnage of 6,359,176 tons; of this total tonnage 1,959,186 tons was of Canadian vessels, being an increase in this class of tonnage of 159,850.

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Maintenance.

The cost of repairs during the year ended March 31, 1907, is as follows:—

Ordinary repairs under the head of staff and repairs. . . . \$11,520 53

CHAMBLY CANAL.

The operation of this canal was conducted without interruption during the season of 1906.

Maintenance.

The cost of repairs during the year ended March 31, 1907, is as follows:—

Ordinary repairs under head of staff and repairs \$22,418 88

Special repairs under head of income—

House for bridge-keeper.	\$2,199 57	
To strengthen banks.	6,724 25	
To macadamize road west side of canal. . .	1,493 91	
To macadamize tow-path.	9,996 67	
Culvert at Denault's farm.	1,539 40	
		<hr/> 21,953 80
		<hr/> \$44,372 68

ST. OURS LOCK.

Operation.

There was no interruption to navigation on this canal during the season of 1906.

Maintenance.

The cost of repairs during the year ended March 31, 1907, was as follows:—

Ordinary repairs under the head of staff and repairs. . . . \$1,142 79

Special repairs under head of income—

New boom piers and booms.	\$4,200 00	
		<hr/> 4,200 00

Total.		<hr/> \$5,342 79
----------------	--	------------------

STE. ANNE'S LOCK.

Operation.

There was no interruption to navigation on this lock during the season of 1906.

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Maintenance.

The cost of repairs during the year ended March 31, 1907, is as follows:—

Ordinary repairs under the head of staff and repairs.. .	\$901 47
Rebuilding piers, north side entrance.. . .	\$2,449 96
	<hr/>
	2,449 96
	<hr/>
Total..	\$3,331 43
	<hr/>

CARILLON AND GRENVILLE CANALS.

Operation.

There was no interruption to navigation on these canals during the season of 1906.

Maintenance.

The cost of repairs during the year ended March 31, 1907, as follows:—

Ordinary repairs under the head of staff and repairs..\$	7,036 40
Special repairs under head of income—	
Dams across slides..	\$1,213 70
To build swing bridge...	2,225 00
Rebuilding Grenville wharf....	5,954 68
	<hr/>
	9,392 70
	<hr/>
Total....	\$ 16,429 10
	<hr/>

BEAUHARNOIS CANAL.

Operation.

This canal is only being used by a few market boats and barges. The staff has been reduced to one man at each lock and isolated bridge, and three men in charge of ferries.

Maintenance.

The cost of repairs during the year ended March 31, 1907, is as follows :—

Ordinary repairs under head of staff and repairs .. .	\$ 11,711 09
Special repairs under head of income—	
Regulating pier opposite parish of St. Stanislas.. . .	598 64
	<hr/>
	\$ 12,309 73
	<hr/>

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MURRAY CANAL.

• *Operation.*

There was no interruption to navigation on this canal during the season of 1906.

Maintenance.

The cost of repairs during the year ended March 31, 1907, is as follows:—

Ordinary repairs under the head of staff and repairs..\$	1,710 55
Special repairs under head of income—	
To rebuild piers with concrete, east end.. ..\$	10,423
	—————\$ 12,133 55
	=====

RIDEAU CANAL.

Operation.

There was an interruption to navigation on this canal during the season of 1906 of six days.

Maintenance.

The cost of repairs during the year ended March 31, 1907, is as follows:—

Ordinary repairs under the head of staff and repairs..\$	44,627 82
Special repairs under head of income—	
To rebuild three swing bridges..	\$3,483 97
To purchase new tug....	7,500 00
Land damages.....	22 10
	————— 11,006 07
	=====
Total..	\$ 55,633 89
	=====

TRENT CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1906.

Maintenance.

The cost of repairs during the year ended March 1907, is as follows:—

Ordinary repairs under the head of staff and repairs..\$	36,516 47
Specian repairs under the head of income—	
TRENT—	
Improvements..	\$30,462 10
	————— 30,462 10
	=====
Total..	\$ 66,978 57
	=====

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ST. PETER'S CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1906.

Maintenance.

The cost of repairs during the year ended March 31, 1907, as follows :—

Ordinary repairs under the head of staff and repairs ..\$ 246 87

CULBUTE CANAL.

This canal has been abandoned for navigation purposes.

SUMMARY.

Cost of maintenance and operation of the canal system	
for the year ended March 31, 1907.....	\$947,222 66
Net revenue of canals after deducting refunds...	105,003 15
Excess of cost of maintenance and operation over	
revenue...	\$842,219 51

TABLE showing the dates of closing of the canals for the season of 1906-07.

Name of Canal.	Navigation opened 1907.	Navigation closed 1906.
Lachine		December 4
Soulanges		" 4
Cornwall.....		" 6
Farran's Point.....		" 6
Rapide Plat		" 6
Galops.....		" 6
Murray		" 6
Welland.....		" 17
Sault Ste. Marie.....		" 22
Grenville.....		November 30
Carillon		" 30
Ste. Anne's		" 30
Chambly.....		" 30
St. Ours.....		" 28
Rideau.....	At Ottawa	" 27
	At Kingston.....	" 27
Trent.....		December 1
Beauharnois		November 30
St. Peter's.....		January 15

NOTE.—The fiscal year 1906-7, closing March 31, the dates of opening of navigation will, for 1907, be inserted in statement for fiscal year 1907-8.

CANAL STATISTICS.

These statistics are for the season of 1906; they have, as usual, been prepared by Mr. R. Devlin, the officer in charge of the canal statistics office.

TABLE showing the tons of freight passing through each canal, the number of trips of vessels passing through each canal for the season ended December, 1906.

Name of Canal.	Tons of Freight passed through.	Tolls heretofore charged, now free.	No. of Trips of Vessels passing through.
		\$ cts.	
Welland	1,201,967	163,031 93	1,536
St. Lawrence.....	1,636,117	124,832 54	9,471
Chambly	498,939	30,189 18	3,089
Ottawa	397,415	30,729 20	2,207
Rideau.....	82,159	6,824 91	5,867
St. Peter's.....	76,327	2,658 70	1,418
Trent	28,495	1,123 57	1,987
Murray.....	27,727	1,283 02	761
Saut Ste. Marie..	6,574,039	No tolls.	5,689

GENERAL REMARKS.

For details as regards the subjects treated in this report, I refer you to the reports of the officers in charge of the government railways and canals, which form appendices hereto.

RAILWAY SUBSIDIES.

The subsidies voted for railways, as stated in previous annual reports, are in such a form that it is not possible to show the amount of cash subsidy granted, as the amount of subsidy will, in many cases, be based upon the cost of each road. For this reason it is not possible to give the amount of each subsidy available; but, the amount paid will be shown in the statements in Parts 1 and 2, also the number of miles of railway for which subsidy is granted per mile, which was available, and the number of miles of railway built up to March 31, 1907, for which cash subsidy per mile was granted. There will also be found the amount of subsidy per annum paid up to March 31, 1907, with the number of miles built.

CANAL STATISTICS.

These statistics are for the season of 1906. They have been prepared by Mr. R. Devlin, the officer in charge of the canal statistics.

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COMPARATIVE Statement, for seasons of 1905 and 1906, showing the amounts that would have been collected had not the canals been made free.

Name of Canal.	Season of 1905.	Season of 1906.
	\$ cts.	\$ cts.
Welland Canal.	157,478 61	163,031 93
St. Lawrence Canals.	128,610 73	124,832 54
Chambly Canal.	28,391 88	30,189 18
Ottawa Canal.	28,949 43	30,729 20
Rideau Canal.	5,589 43	6,824 91
St. Peter's Canal.	2,911 96	2,658 70
Trent Canal.	1,309 13	1,123 57
Murray Canal.	1,205 89	1,283 02
Sault Ste. Marie Canal.	No tolls.	No tolls.
Total.	354,447 06	360,673 05

COMPARATIVE Statement of Tons of freight which passed through the canals in seasons of 1905 and 1906.

Name of Canal.	Season of 1905.	Season of 1906.	Number of trips of vessels passing through.	
			Season of 1905.	Season of 1906.
Welland Canal.	1,092,050	1,201,967	1,595	1,536
St. Lawrence Canals.	1,752,855	1,636,117	8,996	9,471
Chambly Canal.	447,069	498,939	3,343	3,890
Ottawa Canal.	390,771	397,415	2,152	2,207
Rideau Canal.	59,864	82,159	4,715	5,867
St. Peter's Canal.	81,077	76,327	1,595	1,418
Trent Canal.	29,421	28,495	2,046	1,987
Murray Canal.	45,231	27,727	707	761
Sault Ste. Marie Canal.	5,473,406	6,574,039	5,662	5,680
Total.	9,371,744	10,523,185	30,811	32,817

RAILWAYS

DISTANCES OF THROUGH RAILWAY ROUTES

FROM THE

ATLANTIC TO THE PACIFIC

LENGTHS OF THE GOVERNMENT RAILWAYS.

CANALS

LENGTHS AND LOCATIONS OF THE DOMINION CANALS AND THE
INTERMEDIATE WATERS.

WITH THE

DIMENSIONS OF LOCKS.

MAPS

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MONTREAL, OR QUEBEC, TO PACIFIC OCEAN.

Montreal to Vancouver.

	Miles.
1. Canadian Pacific Railway to Vancouver..	2,906
Canadian Pacific Railway from North Bay to Vancouver..	2,546
	<hr/>
2. Grand Trunk Railway to North Bay..	560
	<hr/>
Total..	3,102

Quebec to Vancouver.

	Miles.
1. Canadian Pacific Railway to Vancouver..	3,052
	<hr/>
2. Intercolonial Railway to Montreal..	162
Canadian Pacific Railway from Montreal to Vancouver..	2,906
	<hr/>
Total..	3,068
	<hr/>
3. Grand Trunk Railway to Montreal...	172
Canadian Pacific Railway from Montreal to Vancouver..	2,906
	<hr/>
Total...	3,078
	<hr/>
4. Grand Trunk Railway to North Bay..	732
Canadian Pacific Railway from North Bay to Vancouver.	2,542
	<hr/>
Total....	3,274
	<hr/>

The Canadian Pacific Railway was opened for through traffic on June 28, 1886.

INTERCOLONIAL RAILWAY.

The Intercolonial Railway touches six Atlantic ocean ports, namely, Point du Chêne, Pictou, Halifax, St. John, Sydney and North Sydney, as well as the ports of Quebec and Montreal on the River St. Lawrence.

The total length of the road operated during the year ended March 31, 1906, was 1,445·05 miles, and for freight branches 12·50 miles, making a total of 1,457·42 miles.

The following are the through distances :—

	Miles.
Halifax to Montreal, via Lévis..	837
St. John to Montreal, via Lévis...	740
Sydney to Montreal, via Lévis....	990
North Sydney to Montreal, via Lévis...	983

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Freight carried direct via St. Henri to Montreal, which would reduce each of the above distances by 3 miles.

WINDSOR BRANCH.

This road extends from Windsor Junction, on the Intercolonial Railway, to Windsor, a distance of 32 miles.

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.

	<i>Miles.</i>
Souris to Tignish.....	166
Mount Stewart to Georgetown.....	24
Charlottetown to Royalty Junction.....	5
Emerald Junction to Cape Traverse..	13
Alberton to Cascumpec wharf..	1
Charlottetown to Murray Harbour..	52·3
Montague Junction to Montague..	6·2
	<hr/>
	267·5
	<hr/>

Communication between the Prince Edward Island Railway and the Intercolonial Railway is afforded in summer by steamer between Summerside and Point du Chene, between Charlottetown and Pictou and between Georgetown and Pictou, and in winter by specially built steamers between Georgetown and Pictou and between Charlottetown and Pictou. There is also further provision made for communication by ice boats between Cape Traverse on Prince Edward Island and Cape Tormentine on the mainland, a distance of about 9 miles, at which latter place connection is made with the New Brunswick and Prince Edward Island Railway, about 40 miles in length, connecting with the Intercolonial Railway at Sackville. This winter service across the Straits of Northumberland is efficiently worked by the Marine and Fisheries Department.

CANALS.

The following statements give in concise form the essential features of the government canal works and the intermediate water navigation:—

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers, are as follows:—

First.—The through route between Montreal and the head of Lake Superior (14 feet minimum depth of water.)

	Miles.
1. Lachine Canal.	8½
Lake St. Louis and River St. Lawrence.	16
2. Soulanges Canal.	14
Lake St. Francis and River St. Lawrence.	33
3. Cornwall Canal.	11
River St. Lawrence.	5
4. Farran's Point Canal.	1
River St. Lawrence.	10
5. Rapide Plat Canal.	3½
River St. Lawrence.	4
6. Galops Canal.	7¼
River St. Lawrence and Lake Ontario.	236
7. Welland Canal.	26¾
Lake Erie, Detroit River, Lake St. Clair, Lake Huron, &c..	580
8. Sault Ste. Marie Canal.	1¼
Lake Superior to Port Arthur.	266
Total.	1,223½
To Duluth.	1,357
Chicago.	1,286

Second.—Ottawa to Lake Champlain.

1. Grenville. 2. Carillon. 3. St. Anne's. 4. Chambly. 5. St. Ours Canals.

Third.—Ottawa to Kingston and Perth.

1. Rideau Canal.

Fourth.—Lake Ontario at Trenton to Lake Huron at mouth of River Severn.

1. Trent Canal (not completed).

Fifth.—Ocean to the Bras d'Or Lakes.

1. St. Peter's Canal.

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RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2,200 statute miles. The distance to Duluth is 2,343 miles. The distance to Chicago, 2,272 miles.

From the Straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 986 miles. From Quebec to Montreal the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through Lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826 the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869 this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the government of Canada, which in 1888, under the provisions of the Act 51 Vic., ch. 5 of that year, assumed the indebtedness. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of Lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influence ceases, and Lake Superior, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 73 miles; total lockage (or height directly overcome by locks), 551 feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior, is 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may be abandoned for navigation purposes.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canal, situated on the United States side of the River St. Mary. Both these canals are free of toll.

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The improvement of the United States channels in St. Mary's river has been continued from year to year, so that the dredged areas now total 34 miles in length, with a minimum width of 300 feet, which is increased at angles and other critical points to 1,000 feet. The depth is 20 feet at the mean stage of water. Excavation has now been commenced to afford 21 feet at the lowest stage of water.

It is important to note that the enlargement of canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

LACHINE CANAL.

Length of canal.. . . .	8½ statute miles.
Number of locks.. . . .	5
Dimension of locks.. . . .	270 feet by 45 feet.
Total rise or lockage.. . . .	45 feet.
Depth of water on sills, at two locks.. . .	18 "
Depth of water on sills, at three locks.. . .	14 "
Average width of new canal.. . . .	150 "

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bar the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle Isle.

SOULANGES CANAL.

Length of canal.. . . .	14 statute miles.
Number of locks—	
Lift.. . . .	4
Guard.. . . .	1
Dimensions of locks.. . . .	280 feet by 45 feet.
Total rise or lockage.. . . .	84 feet.
Depth of water on sills.. . . .	15 "
Breadth of canal at bottom.. . . .	100 "
Breadth of canal at water surface.. . . .	164 "
Number of arc lights.. . . .	219 of 2,000 c.p. each.

The canal extends from Cascade Point to Coteau Landing, overcoming the Cascade Rapids, Cedar Rapids and Coteau Rapids.

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From the head of the Lachine to the foot of the Soulanges the distance is sixteen miles.

CORNWALL CANAL.

Length of canal.. . . .	11 statute miles.
Number of locks.. . . .	6
Dimension of locks.. . . .	270 feet by 45 feet.
Total rise or lockage.. . . .	48 feet.
Depth of water on sills.. . . .	14 “
Breadth of canal at bottom.. . . .	100 “
Breadth of canal at water surface.. . . .	164 “
Number of arc lights.. . . .	350

The old lift locks, 200 feet by 45 feet, are also available, with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis $38\frac{3}{4}$ miles which is being made navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault Rapids from the town of Cornwall to Dickenson's Landing.

WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat and Galops canals are collectively known as the Williamsburg canals.

FARRAN'S POINT CANAL.

Length of canal.. . . .	1 mile.
Number of locks.. . . .	1
New lock.... .	800 feet by 45 feet.
Old lock.... .	200 “
Total rise or lockage.. . . .	$3\frac{1}{2}$ feet.
Depth of water on sills of new lock.. . . .	9 “
Depth of water on sills of old lock.. . . .	14 “
Breadth of canal at bottom.... .	90 “
Breadth of canal at water surface... . .	154 “

From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

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RAPIDE PLAT CANAL.

Length of canal...	3 $\frac{2}{3}$	miles.
Number of locks...	2	
Dimensions of locks...	270	feet by 45 feet.
Total rise or lockage...	11 $\frac{1}{2}$	feet.
Depth of water on sills...	14	"
Breadth of canal at bottom...	80	"
Breadth of canal at surface water...	152	"

The old lift-lock, 200 feet by 45, is also available, with nine feet of water on mitre sills.

From the head of Farran's Point canal to the foot of Rapide Plat canal, there is a navigable stretch of 10 $\frac{1}{2}$ miles. The canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

GALOPS CANAL.

Length of canal....	7 $\frac{1}{3}$	miles.
Number of locks....	3	
Dimension of locks, one of which is a <u>guard-lock</u>	{ 1-800 by 45. 2-270 by 45.	
Total rise or lockage....	15 $\frac{1}{2}$	feet.
Depth of water on sills...	14	"
Breadth of canal at bottom....	80	"
Breadth of canal at surface of water...	144	"

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal, the St. Lawrence is navigable 4 $\frac{1}{2}$ miles. The canal enables vessels to over come the rapids at Pointe aux Iroquois, Port Cardinal and the Galops.

MURRAY CANAL.

Length between eastern and western pier heads	5 $\frac{1}{2}$	miles.
Breadth at bottom...	80	feet.
Breadth at water surface...	120	"
Depth below lowest known lake level ...	11	"
No locks.		

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinte and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

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WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

	Old Line.	Enlarged on New Line.
Length of canal..	27½ miles.	26¾ miles
Pairs of guard-gates (formerly 3).		2
Number of locks. { guard.....	26	25
{ lift.....	1	1
Dimensions..... {	1 (tidal) 230 x 45 1 lock 200 x 45 1 lock 200 x 45 24 locks 150 x 45	270 feet x 45 feet.
Total rise or lockage..	326¾ feet.	326¾ feet.
Depth of water on sills.	10½ "	14 "

WELLAND RIVER BRANCHES.

Length of canal—

Port Robinson Cut to River Welland.. . . .	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct.... .	300 feet.
Chippewa Cut to River Niagara	1,020 feet.
Number of locks—one at Aqueduct and one at Port Robinson.. . . .	2
Dimensions of locks.. . . .	150 by 26½ feet.
Total lockage from the canal at Welland down to River Welland.. . . .	10 feet.
Depth of water on sills.. . . .	9 feet 10 inches.

GRAND RIVER FEEDER.

Length of canal..	21 miles.
Number of locks....	2
Dimensions of locks..	{ 1 of 150 by 26½ feet.
	{ 1 of 200 by 45 feet.
Total rise or lockage....	7 to 8 feet.
Depth of water on sills....	9 feet.

PORT MAITLAND BRANCH.

Length of canal..	1 $\frac{3}{4}$ miles.
Number of locks..	1
Dimensions of locks..	185 feet by 45 feet.
Depth of water sills..	7 $\frac{1}{5}$ feet.
Total rise of lockage..	11 feet.

The Welland canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, $11\frac{3}{4}$ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

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From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 266 miles, and to Duluth 400 miles.

SAULT STE. MARIE CANAL.

Length of Canal, between the extreme ends of the entrance piers...	5,967 feet.
Number of locks.....	1
Dimensions of locks...	900 feet by 60 feet.
Depth of water on sills (at lowest known water level)...	20 feet 3 inches.
Total rise or lockage...	18 feet.
Breadth of canal at bottom...	141 feet 8 inches.
Breadth of surface of water...	150 feet.

This canal has been constructed through St. Mary's Island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian territory between Lakes Huron and Superior.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of 245½ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

Ottawa River Canals.

The Ste. Anne's Lock.	Grenville Canal.
Carillon Canal.	Rideau Canal.

The total lockage (not including that of the Lachine canal) is 509 feet—(345 rise, 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Interme- diate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine canal.....	8½	
From Lachine to Ste. Anne's lock...	15½	23
Ste. Anne's lock and piers.....	7	23
Ste. Anne's lock and Carillon canal....	27	50
The Carillon canal.....	3	51
From Carillon to Grenville canal.....	6½	57
The Grenville canal.....	4	63
From the Grenville canal to entrance of Rideau navigation.	56	119
Rideau navigation ending at Kingston.....	126¼	245

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.. STE. ANNE'S LOCK.

	<i>New Lock.</i>	<i>Old Lock.</i>
Length of canal..	$\frac{1}{4}$ mile.	$\frac{1}{4}$ mile.
Number of locks....	1	1
Dimensions of locks..	200 x 45 feet.	190 x 45 feet.
Total rise or lockage..	3 feet.	3 feet.
Depth of sills..	9 “	6 “

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

THE CARILLON CANAL.

Length of canal..	$\frac{3}{4}$ mile.
Number of locks..	2
Dimensions of locks..	200 x 45 feet.
Total rise or lockage...	16 feet.
Depth of water on sills..	9 “
Breadth of canal at bottom..	100 “
Breadth of canal at water surface..	110 “

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal there is a navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

Length of canal.....	5¾ miles.
Number of locks....	5
Dimensions of locks..	200 x 45 feet.
Total rise or lockage..	43¾ feet.
Depth of water on sills..	9 “
Breadth of canal at bottom..	40 to 50 feet.
Breadth of canal at surface of water..	50 to 80 feet.

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

The Rideau system connects the River Ottawa at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston.

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Length of navigation waters.. . . .	126½ miles.
Number of locks going from Ottawa to Kingston..	{ 35 ascending. 14 descending.
Total lockage.. . . . 446½..	{ 282¼ rise and 164 fall } at high water.
Dimensions of locks.. . . .	134 x 33 feet
Depth of water on sills.. . . .	5 feet.
Navigation depth through the several reaches.. . .	4½ "
Breadth of canal reaches at bottom.. . . .	{ 60 feet in earth. 54 feet in rock.
Breadth of canal at surface of water.. . . .	80 feet in earth.
Length of canal.... . . .	6 miles.
Number of locks.. . . .	2
Dimensions of locks.. . . .	134 feet x 32 feet.
Total rise or lockage.... . . .	26 "
Depth of water on sills.. . . .	5 " 6 inches.
Length of dam.. . . .	200 "
Breadth of canal at bottom.. . . .	40 "
Breadth of canal at surface at water.. . . .	{ 40 " in rock. 60 " in clay.

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau, and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply :—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

1. The summit level, supplied by the Wolf lake system.
2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.
3. The southwest descending level to Kingston, supplied by the Mud lake system, formerly known as the Devil lake system, discharging into Lake Openicon.

Lake Openicon receives the waters of Bucke lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow to Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours lock to the basin at Chambly; thence, by the Chambly canal, to St. Johns, and down the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

The following table shows the distances between Sorel and New York:—

Section of Navigation.	Interme- diate Distance.	Total. Distances
	Miles.	Miles.
Sorel to St. Ours lock.. .. .	14	14
St. Ours lock to Chambly canal.....	32	46
Chambly canal.....	12	58
Chambly canal to boundary line.....	23	81
Boundary line to Champlain canal	111	192
Champlain canal to junction with Erie canal.....	66	258
Erie canal from junction to Albany ...	7	265
Albany to New York.....	146	411

ST. OURS LOCK AND DAM.

Length.. . . .	$\frac{1}{8}$ mile.
Number of locks.. . . .	1
Dimensions of locks.. . . .	200 feet by 45 feet.
Total rise or lockage.. . . .	5 feet.
Depth of water on sills.. . . .	7 feet at low water.
Length of dam in eastern channel.. . . .	300 "
Length of dam in western channel.. . . .	690 "

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

Length of canal..	12 miles.
Number of locks..	9
Dimensions of locks:—	
Guard lock No. 1 at St. Johns..	122 feet.
Lift lock, No. 2..	124 “
“ 3, 4, 5, 6..	118 “
“ 7, 8, 9 combined..	125 “
Total rise or lockage..	74 “
Depth of water on sills..	7 “
Breadth of canal at bottom..	36 “
Breadth of canal at surface of water..	60 “

From 22½ to 24 feet wide.

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term ‘Trent canal’ is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in the present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe; thence across Lake Simcoe to the Severn river : thence by the River Severn to Georgian bay, Lake Huron; the total distance being about 200 miles, of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and through Lake Scugog to Port Perry, a distance of 190 miles from Trenton.

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The following table gives the distance of navigable and unnavigable reaches:—

	Navigable Miles.	Unnavigable Miles.
From Trenton, Bay of Quinté, to Nine Mile rapids..	—	9
Nine Mile rapids to Percy landing.. . . .	19½	—
Percy landing to Heeley's Falls dam.. . . .	—	14½
Heeley's Falls dam to Peterborough.. . . .	51¾	—
Peterborough to Lakefield.. . . .	—	9½
Lakefield to a point across Balsam lake.. . . .	61	—
Balsam lake to Lake Simcoe.. . . .	—	18¾
Across Lake Simcoe to Severn river.. . . .	18	—
Lake Simcoe to Georgian bay via Severn river..	—	14
	150½	65¾
Total distance, Bay of Quinté to Georgian bay.. . . .		212
From Sturgeon Point on Sturgeon Lake, 48¾ miles from Lake- field, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog.. . . .		27

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young Point, Burleigh rapids, Lovesick, Buckhorn rapids, Bobcaygeon, Fenelon Falls and Rosedale; also dams at Lakefield, Young's Point, Burleigh Falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon Falls. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam lake, the headwaters of the system; opening up a total of about 10 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterborough, the dam at the head of the Nine Mile rapids of the River Otonabee, maintains navigation on Lake Katchewanoe up to Young's Point.

At Young's Point, 5 miles from Lakefield, the dam between Lake Katchewanoe and Clear lake controls the water level through Clear and Stony lakes up to the foot of the Burleigh canal. The lock here, it should be observed, is controlled by the Provincial government.

At Burleigh Rapids, 10 miles from Young's Point, a canal, about 2¼ miles in length, passes the Burleigh and Lovesick rapids, and gives communication between Stony lake and Deer bay.

At Buckhorn rapids, 7 miles from Burleigh rapids, there is a canal about one-fourth of a mile long.

At Bobcaygeon, 15¾ miles from Buckhorn rapids, a dam, 553 feet long, controls the water level up to Fenelon Falls.

At Fenelon Falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length connects Sturgeon lake with Cameron lake.

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The following is a list of the locks, with their dimensions:—

1	Lock at Rosedale, 100' x 30' x 4' 6" to 6' 6" depth water on mitre sill.		
2	Locks at Fenelon..... 134' x 33' x 5' 0" to 7' 6" depth of water on mitre sill.		
1	“ Lindsay..... 134' x 33' x 5' 0" to 7' 0"	“	“
1	“ Bobcaygeon... 134' x 33' x 5' 8" to 7' 6"	..	..
1	“ Buckhorn.... 134' x 33' x 5' 0" to 9' 0"	..	..
1	“ Lovesick..... 134' x 33' x 5' 0" to 9' 4"	“	“
2	“ Burleigh..... 134' x 33' x 6' 0" to 8' 0"	..	..
1	“ Young's Point (a provincial government work) 134' x 33' x 5' 0" to 14' 0" depth of water on mitre sill.		
6	“ Peterborough 134' x 33' x 5' 0" to 10' 0" depth of water on mitre sill.		
1	“ Little Lake—Lakefield.		
1	“ Chisholm's... 134' x 33' x 5' 0" to 8' 6"	“	..
1	“ Hastings.... 134' x 33' x 7' 0" to 10' 6"
1	Hydraulic lift lock at Ashburnham.		
5	“ Balsam Lake.		
1	“ “ Kirkfield.		

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ST. PETER'S CANAL, CAPE BRETON.

Length of canal	About 2,400 feet.
Breadth at water line.....	55 feet.
Lock.....	One tidal lock, 4 pairs of gates.
Dimensions.....	200 feet by 48 feet.
Depth of water on sills.....	18 feet at lowest water.
Depth through canal.....	19 feet.
Extreme rise and fall of tide in St. Peter's bay.....	4 feet.

This canal connects St. Peter's bay on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

BEAUHARNOIS CANAL.

Length of canal.....	12 statute miles.
Number of locks.....	9
Dimensions of locks.....	200 feet by 45 feet.
Total rise or lockage.....	82½ feet.
Depth of water on sills.....	9 “
Breadth of canal at bottom.....	80 “
Breadth of canal at water surface.....	120 “

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As the new Soulanges canal is now opened for navigation the Beauharnois canal is practically abandoned for navigation purposes.

I have the honour to be, sir,
Your obedient servant,

M. J. BUTLER,
Deputy Minister and Chief Engineer of Railways and Canals.

The Honourable GEO. P. GRAHAM,
Minister of Railways and Canals.

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INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE GENERAL MANAGER,
MONCTON, N.B., July, 1907.

SIR,—I have the honour to submit the following report on the working of the Intercolonial Railway during the fiscal period of nine months ended March 31, 1907.

I inclose the report of the Chief Engineer, on the works charged to capital account the report of the engineer of maintenance, on the repair and renewal of the permanent way, buildings and works, and the report of the superintendent of motive power and of the mechanical accountant, with the statements relating to the mechanical department; also the following statements of the accounts of the railway prepared by the Comptroller:—

1. Capital account.
2. Revenue.
3. Maintenance of way and structures.
4. Maintenance of equipment.
5. Conducting transportation.
6. General expenses.
7. Special votes.
8. General stores.
9. General balance.
10. Statement of averages.

The length of railway included in last year's report was 1,445·92 miles. To this is to be added the extension from North Sydney to Sydney Mines, 2·70 miles, making a total mileage in operation during the period ended March 31, 1907, of 1,448·62 miles. Of the above total mileage, seventeen miles are double track.

CAPITAL ACCOUNT.

The cost of road and equipment on June 30, 1906, was \$81,238,728 63

The additions during the year were as follows:—

To strengthen bridges.....	118,272 88
Original construction.....	573 66
Diversion of line at St. Leonard Junction:....	5,485 72
Diversion of line at Mitchell.....	3,986 86
Drummondville—Improvements at..	3,681 01
Engine house, &c., Chaudière Junction..	31,821 23
Engine house, machine shop, &c., Rivière du Loup..	5,998 72
To increase accommodation at Ste. Flavie.....	16,914 78
Newcastle—Improvements at..	2,760 96
Campbellton—Improvements at..	5,529 85
Gibson—Air compressor and reservoir..	1,780 91
To increase accommodation at Halifax.....	260,124 63
To dredge and blast rock at deep water terminus, Halifax.....	19,360 58
Increased accommodation at Truro..	83,652 83
Increased accommodation at St. John.....	2,259 41
Increased accommodation at Springhill Junction.....	20 94

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To increase accommodation at Sydney..	17,612 69
Glengarry—Water tank and reservoir....	1,585 78
Pictou Landing—Raising wharf....	14,989 05
Increased accommodation at Stellarton..	2,810 47
Increased accommodation at Antigonish....	1,418 43
Air brakes to freight cars.....	21,000 00
Time recorders and watchmen's clocks..	1,285 50
To increase accommodation at Pictou....	74,638 18
Extension to Sydney Mines.....	22,195 85
Rolling stock.....	343,676 86
Double-tracking parts of line.....	50,751 82
Increased accommodation and facilities along the line..	15,184 21
Additional sidings along the line{	
Additional sidings and spur lines....}	32,433 72
Extension of wharf at Dalhousie....	106 45
To provide side ladders on box cars....	2,275 00
To exchange drawbars of freight cars..	12,531 20
Improvements at Rothesay..	47 16
Locomotive and car shops and land purchase at Moncton.....	183,531 02
Sackville—Improvements at.....	24,916 00
Fencing portion of line not heretofore fenced..... .	15,983 36
New machinery for locomotive and car shops.....	50,214 73
Steam shovel....	11,700 00
Improving grades on line.....	3,246 44
New Glasgow—Increased accommodation at..	13,000 00
To put railway between Indianatown and Blackville into condition for operation..	789 00
To increase water supply....	11,222 15
Princess pier....	3,778 22
Ice-houses....	11,100 00
Total.....	1,506,248 26
Less refund on account of Riviere Ouelle Branch..	39 00
Making the total cost on March 31, 1907.....	\$82,744,937 89

Gibson Air compressor and reservoir. These were required in connection with the repair shops at Gibson.

Air brakes to freight cars—

One hundred and seventy-nine freight cars were equipped during the nine months with Westinghouse Automatic quick action air brakes.

To exchange drawbars of freight cars—

Ninety-seven freight cars were changed from the link and pin drawbar to the M.C.B. coupler.

Time recorders and watchmen's clocks—

One clock and eight time recorders were purchased and installed for use in the motive power department. These are to be used to register the arrival and departure of the employees.

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Rolling stock—

Twenty locomotives of the consolidation type for freight service, three switching locomotives, and one hundred and fifteen hopper cars, were purchased.

To provide side ladders on box cars—

Nine hundred and ten box freight cars were provided with side ladders, two to each car.

New machinery for locomotive and car shops—

This is for additional machinery for the construction and repair of locomotives and cars, and for the installation of it.

Explanations in regard to other expenditures on capital account will be found in the report of the Chief Engineer.

REVENUE ACCOUNT.

The gross earnings and the working expenses for the nine months' period compare as follows :—

Gross earnings.. . . .	\$6,248,311 00
Working expenses.. . . .	6,030,171 83
	<hr/>
Surplus.. . . .	\$ 218,139 17
	<hr/>

The gross earnings for the nine months compare as follows with those of the corresponding nine months of the previous year :—

In 1906-07 (9 months).. . . .	\$6,248,311 00
In 1905-06 (9 months)... . .	5,586,155 21
	<hr/>
Increase.....	\$ 662,155 79
	<hr/>

The earnings from passenger traffic compare as follow :—

In 1906-07 (9 months).... .	\$1,952,438 88
In 1905-06 (9 months)... . .	1,707,723 02
	<hr/>
Increase.....	\$ 244,715 86
	<hr/>

The earnings from freight traffic compare as follows :—

In 1906-07 (9 months).... .	\$4,032,745 00
In 1905-06 (9 months)... . .	3,634,443 77
	<hr/>
Increase.. . . .	\$ 398,301 23

The earnings from mails and express freight compare as follows :—

In 1906-07 (9 months).. . . .	\$ 263,127 12
In 1905-06 (9 months)... . .	243,988 42
	<hr/>
Increase... . .	\$ 19,138 70
	<hr/>

The earnings by mile of railway compare as follows :—

In 1906-07 (9 months).. . . .	\$ 4,297 80
In 1905-06 (9 months)... . .	3,863 39
	<hr/>

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The earnings by train mile compare as follows :—

In 1906-07 (9 months).....	\$ 1 23 1/2
In 1905-06 (9 months).....	1.003

The number of passengers carried compare as follows:—

In 1906-07 (9 months).....	2,044,847
In 1905-06 (9 months)	2,095,559
Decrease.....	50,712

There was a decrease of 57,980 in the number of local passengers, and an increase of 7,268 in the number of through passengers.

The weight of freight carried compares as follows :—

In 1906-07 (9 months).....	2,606,073
In 1905-06 (9 months).....	2,287,973
Increase.....	318,100

There was an increase in local freight of 249,238 tons and an increase in through freight of 68,962 tons.

The following is a comparative statement of a few of the chief articles of freight, showing the quantity carried in this nine months period, and in the corresponding period of the previous year :—

Articles.	1905-6. 9 months.	1906-7. 9 months.	Increase	Decrease.
Barrels of flour and meal.....	1,456,180	1,531,140	74,960	
Bushels of grain.....	2,270,400	2,231,864		38,536
Lumber in superficial feet.....	382,381,426	452,602,703	70,221,277	
Head of live stock.....	94,933	97,381	2,448	
Coal in tons.....	483,286	635,480	152,194	
Manufactured goods in tons	594,763	658,850	269	
Cords of firewood.....	38,241	38,510	64,087	
All other articles in tons....	403,734	398,348		5,386

There was an increase over the corresponding nine months of last year in the quantity of the following articles carried : Flour, meal and other mill products, butter and cheese, eggs, apples, calves, cattle, pigs, sheep, lumber logs, timber pulp-wood, pit props, telegraph poles, railway ties, tanbark, firewood, shingles, clapboards, extract of hemlock bark, coal, ore, stone, lime and cement, brick, sand, iron and other metals, fresh, salted, dried and canned fish, clams, molasses, sugar, salted and fresh pork, salted and fresh beef, hides, skins and leather.

There was a decrease in the quantity of the following : Grain, potatoes, and other vegetables, hay and straw, horses and oysters.

WORKING EXPENSES.

The working expenses for the nine months compare as follows with those of the corresponding nine months of the previous year :—

In 1906-07 (9 months).....	\$5,925,321 83
In 1905-06 (9 months).....	5,650,923 90
Increase.....	\$ 274,397 93

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The averages compare with those of the corresponding period of last year as follows :—

Per mile run by engine—

In 1906-07 (9 months)	87.00
In 1905-06 (9 months)	80.75

Per mile run by trains—

In 1906-07 (9 months)	116.89
In 1905-06 (9 months)	101.44

Working expenses per mile of railway—

In 1906-07 (9 months)	\$ 4,075.63
In 1905-06 (9 months)	3,908.18

The rent paid to the Grand Trunk Railway Company during the nine months period, \$105,000, is not included in the above, as it would disturb the comparison with previous years; no corresponding charge relating to the cost of any portion of the railway having been included in the working expenses previous to the year 1898-99.

The permanent way and structures and all works of the railway received necessary repairs and are in good order.

During the nine months 466,759 ordinary ties and 272 sets of switches were put in.

37.43 miles of track were reballasted, 56,154 cubic yards of ballast were used.

2.52 miles of additional sidings were provided at various points.

Bridges, culverts, wharfs and buildings received necessary repairs.

The fences were repaired and 74.02 miles of fences were built.

The snow sheds and snow fences were repaired.

The rolling stock received necessary repairs, and its general condition is good, with the exceptions mentioned in the report of the superintendent of motive power.

Two switching locomotives were purchased; nine box freight cars, eleven platform cars, one oil tank car, and two coal cars of twenty tons capacity each, were built in the workshops of the railway, all to replace an equal number taken out of service.

STORES.

The value of stores purchased was	\$2,281,468.44
The value of stores used was	2,447,075.60
The value of material sold was	174,289.58

The value of stores on hand at the end of the period was:

Miscellaneous	\$ 342,024.32
Fuel	63,784.36
Roadway and bridge material	936,188.22
Total	\$1,341,996.90

GENERAL.

The accounts for this fiscal period are presented in the form prescribed by the United States Inter-State Commerce Commission for American Railways, which form has been adopted by the Department of Railways and Canals for the use of Canadian railways.

It is believed that by this more uniform manner of presenting results, comparisons between the Intercolonial Railway and other railways will be more easily made.

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In November, 1906, the office of chief accountant and treasurer was abolished, and Mr. Thomas Williams who occupied that position from July, 1882 was assigned to other duties.

The office of comptroller and treasurer was established, and Mr. S. L. Shannon, accountant of the Department of Railways and Canals, Ottawa, was transferred from that position and appointed comptroller and treasurer at Moncton.

Mr. C. F. Burns was appointed auditor of disbursements.

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,

General Manager Govt. Rys.

M. J. BUTLER, Esq., C.E.,

Deputy Minister and Chief Engineer,

Department of Railways and Canals,

Ottawa, Ont.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE CHIEF ENGINEER,

MONCTON, N.B., June 15, 1907.

SIR,—I have the honour to submit the following report on capital account expenditure for the fiscal year ending March 31, 1907.

TO STRENGTHEN BRIDGES.

The following new steel bridges were erected during the year by the Canadian Bridge Company of Walkerville, Ont.: Enfield, N.S., one span riveted deck bridge, 111 feet, 8 inches; Elmsdale, N.S., one span riveted through bridge, 150 feet; Shubenacadie, N.S., three span, deck plate girder, one 98 feet 8 inches, one 100 feet 2 inches, and one 98 feet.

By the Dominion Bridge Company, Montreal, P.Q.:—

Nauwigewauk, N.B., three spans, riveted through bridge, one 99 feet 6 inches, one 100 feet, and one 99 feet 6 inches. St. Leonard (new masonry), two spans riveted, deck girders, 158 feet each, eight spans riveted deck girders, two 65 feet each, three 60 feet each, one 40 feet, and two 30 feet each, and three braced, trestle towers with six bents, one 39 feet high, one 46 feet high, one 47 feet high, two 55 feet high and one 59 feet high.

Mitchell bridge (new masonry), two spans riveted through Pratt trusses, 198 feet each, four spans, riveted deck girders, two 60 feet each and two 40 feet each, two braced, trestle bents, each 22 feet high.

The necessary alterations of the masonry of abutments and piers have been made, new floors put upon the bridges and the work of reconstruction completed.

Drummondville bridge was painted.

Plans and specifications were prepared, tenders called for, and contracts let for new steel bridges at St. Henri, Stewiacke, Truro, Hall's Creek, Humphrey's, Bic, Isle Verte, Harbour au Bouche, Brierly Brook, Bear Brook, Thomson, Dorchester, (Three), Anagance, Model Farm, Rothesay (Two), Boiestown, Doaktown and Boyer River. The work of construction of these bridges is going on.

Diversion of Line at St. Leonard—

The work in connection with this diversion has been completed. The new line was opened up for traffic December 16, 1906.

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Diversion of Line at Mitchell—

The work in connection with this diversion was completed with the exception of some filling required for the approaches to the bridge, and a small amount of ballasting, which will be entirely completed during the coming year.

Improvements at Drummondville—

The work in connection with the moving of the old station, and converting it into a freight shed, and remodelling and building an extension to the existing engine house was completed. The necessary grading required around the above work was done.

Engine-house, &c., at Chaudière Junction—

Considerable grading was done, and 16,233 feet of additional tracks were put in the new yards. Improvements were made to the water service. Plans and specifications were prepared for a stores and office building.

Engine-house, Machine Shops, &c., Rivière du Loup—

Improvements were made to the engine-house and water service.

To increase accommodation at St. Flavie—

The water service was extended, and 6,927 feet of additional sidings were put in and ballasted.

Improvements at Campbellton—

Plans and specifications were prepared, tenders called, and a contract let for laying a pipe line for the new water service. The dam and reservoir required for the above were built by day labour. The pipes, &c., required were supplied. 743 feet of sidings were put in.

To increase Accommodation at Halifax—

Plans and specifications were prepared, tenders called, and a contract let for the excavation required for the improvements on the upper side of Water street and the work commenced.

The filling required for the additional yard room between the shore and the quay wall of cribwork was carried on during the year. The material used was hauled by train from borrow pits at Lake View, and the material which was removed from the upper side of Water street was also used in the work.

Plans and specifications were prepared, tenders called, and contracts let for a 36 stall engine-house, freight car repair shop, a planing mill, and for double tracking the cotton factory branch.

Plans and specifications were also prepared, tenders called, and a contract let for dredging and removing pier No. 9, and facing up pier No. 8. This work was well advanced during the year.

The Cunard property on the east side of Water street, including wharfs, warehouses, &c., was acquired by the railway.

Improvements were made to the electric light plant and fire alarm system; 10,270 feet of sidings were put in.

To increase Accommodation at Truro—

The 30 stall engine-house was completed and boilers, induced draft plant, steam pumps, air compressors and hot blast system of heating and piping were installed. A

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large quantity of excavation was done for additional tracks for approaches to the new engine-house, and 3,603 feet of new tracks were laid.

To increase Accommodation at St. John—

Preparations were made for the erection of Stanley and Wall street overhead bridges.

A tower house was erected in the east end of the yard.

To increase Accommodation at Sydney—

A concrete platform in connection with the new station was commenced; the work is about three-fourths completed.

A hot water system of heating was installed in the freight office.

The 15-ton pillar crane, which was purchased last year, was erected.

During the year, 1,356 feet of sidings were put in.

To increase Accommodation at Stellarton—

Alterations were made to the yard, and additional sidings put in.

Air Brakes to Freight Cars—

For details of this appropriation see report of G. R. Joughins, superintendent of motive power.

To increase Accommodation at Pictou—

The 9 stall engine-house was completed, and occupied by the railway.

The work of building and filling sea-wall in connection with the new engine-house was carried on during the year. The 75 foot turntable (purchased last year) was erected. The water service was extended, and 7,107 feet of new tracks laid.

The existing station was remodelled for a dwelling for the agent, and the necessary plumbing and a hot water heating system was installed.

Extension to Sydney Mines—

The ballasting of the main line and fencing was completed. A contract was let for a station, freight shed and platform at Sydney Mines. The work of construction is going on.

The land required for the new yard at Sydney Mines was purchased, part of the grading required was done, and working tracks laid.

Rolling stock—

For details of this appropriation see report of Mr. G. R. Joughins, superintendent of motive power.

Double Tracking Parts of the Line—

The double tracking of the line from Richmond to Windsor Junction was completed.

An electric semaphore was erected at Bedford.

A survey was made and plans and specifications prepared for double tracking the line from St. John to Hampton.

Plans and specifications were also made for double tracking the line from Moncton to Painsec Junction.

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The work of grading for the new yard was carried on during the year, and 13,081 lineal feet of sidings were laid.

Improvements at Sackville—

Plans and specifications were made, tenders asked, and a contract let for water works, which will be constructed during the coming year. The pipe and other materials required for the above were delivered on the ground by the railway.

Plans and specifications were prepared, tenders asked, and a contract let for a stone passenger station, and the work of construction has been commenced.

Fencing portions of the line not heretofore fenced—

During the year 16,007 rods of Strathy wire fence were built on the Canada Eastern, and 1,129 rods on the Wallace spur.

New machinery for locomotive and car shops—

For details of this appropriation see report of Mr. G. R. Joughins, superintendent of Motive Power.

Improving grades on line—

The improving of the grades at St. Wenceslas and Daveluyville were completed, and ballasted.

Increased accommodation at New Glasgow—

A freight shed and platform were provided. The yard rearranged and 2,100 feet of new sidings laid.

To put railway between Indiantown and Blackville into condition for operation—

Nothing was done under this appropriation during the year except some engineering work.

To increase water supply—

During the year work was done on the water supplies at Ste. Anne, Loggieville, Chatham Junction, Blackville, Gibson, Boiestown, Upper Cross Creek, St. Fabien, Trois Pistoles, Windsor Junction, Isle Verte and Bathurst.

Glengarry water supply and reservoir—

Plans and specifications were made, tenders asked, and a contract let for a tank, pipe line and reservoir. The pipes, &c., have been supplied by the railway and delivered on the ground.

Increased accommodation at Springhill Junction—

Nothing was done under this vote.

Raising wharf at Pictou landing—

A portion of this wharf was raised during the year. The material used was supplied by the railway and the work done under contract with J. W. Dobson.

Improvements at Rothesay—

Nothing was done under this vote.

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Increased accommodation at Antigonish—

Some grading was done around the yard and a platform was provided at the freight shed. On account of the change in the location of the station and freight shed the fire hydrant was moved.

Improvements at Newcastle—

Pipes and materials were supplied for extending the water service.

Original Construction—

Under this vote amounts were paid as follows:—

A. B. Schurman, 0.21 acres of land and interest at Oxford,	
N. S.	\$130 04
Geo. England, 6 acres of land at George's river	223 14
R. T. McIlreith, for legal expenses in connection with	
Geo. England's land.	40 40

To dredge and blast rock at D.W.T., Halifax—

During the year, 1,791 cubic yards of rock were removed from between pier No. 3 and No. 4.

Steam Shovel—

A steam shovel was provided.

Time Recorders and Watchmen's Clocks—

One clock and eight time recorders were purchased and installed for the use of the mechanical department.

To Exchange Draw-bars on Freight Cars—

For details of this appropriation see report of Mr. G. R. Joughins, superintendent of motive power.

Ice-houses—

Ice-houses were provided at Truro, Campbellton, Gibson, Chaudière Junction, Mulgrave, Sydney and Lévis.

Air compressor at Gibsōn—

This was provided.

Princess Pier—

A trestle was built to carry the steam crane, which is used for discharging coal from vessels. A siding, which was required for this purpose, was laid on the pier.

I have the honour to be, sir,

Your obedient servant,

WM. McKENZIE,

Chief Engineer.

D. POTTINGER, ESQ., I.S.O.,
General Manager, Government Railways,
Moncton, N.B.

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INTERCOLONIAL RAILWAY,
OFFICE OF THE ENGINEER OF MAINTENANCE,
MONTON, N.B., May 31, 1907.

SIR,—I have the honour to submit the report of the Maintenance of Way and Works Department for the nine months from July 1, 1906, to March 31, 1907.

TRACK.

During the year 182·66 miles of 56, 58, 67 and 110 lb. rails were taken up and replaced with 67 and 80 lb. rails.

TIES.

During the year 466,759 ordinary ties and 272 sets of switch ties were put in.

BALLASTING.

During the year 37·43 miles of track was ballasted, using 43,896 cubic yards of gravel, and 12,258 cubic yards of ashes and cinders.

SWITCHES AND SEMAPHORES.

Distant semaphore signals were erected at the following stations:—

Albion, 1.	Bedford, 1.
Woodburn, 2.	Richmond, 1.
St. Eloi, 1.	Truro, 1.
Kent Junction, 1.	

104 new switches were installed during the year.

New telegraph signals were provided at the following stations:—

Shediac.	McIntyre's Lake.
Belmont.	Sydney.
Pictou.	Windsor Jet.
Richmond.	Bedford.
Elmsdale.	North Sydney Jct.

Necessary repairs were made to all semaphores, switches and station telegraph signals throughout the line.

SIDINGS.

During the year 2·52 miles of additional siding accommodation has been provided at different points on the line for maintenance account.

FENCE BUILT BY OUR OWN MEN.

20·47 miles of Page, Ideal, New Brunswick Wire Fence Company's wire and woven wire fence were built at different points on the line.

Necessary repairs were made to fences throughout the line.

Built by contract, 53·55 miles of Strathy wire fence.

SNOW FENCES.

There was built during the year 373 rods of stationary snow fence 8 feet high and 3,060 rods 12 feet high.

Necessary repairs were made to snow fences and snow sheds where required.

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WHARFS AND TRESTLES.

Repairs.

St. John, ballast wharf.
 St. John, coal trestle.
 St. John, long wharf.
 Point du Chene, wharf.
 Springhill Junction, coal trestle.
 Sackville, wharf.
 Truro, 'Thomas' coal trestle.
 Richmond, coal trestle.
 Richmond, slip.
 Richmond, quay wall.
 Halifax, shed No. 1, doors, &c.
 Halifax, pier No. 2.
 Halifax, pier and shed No. 3.
 Halifax, pier and shed No. 4.
 Halifax, pier No. 6.
 Halifax, pier No. 8.
 Halifax, stairway on pier No. 8.

Halifax, D.W.T., coal trestle.
 Dartmouth, cribwork.
 Pictou, freight shed wharf.
 Pugwash, wharf.
 Stellarton, coal chute.
 Trenton, cribwork.
 Brierly Brook, cribwork.
 Antigonish, coal trestle.
 Mulgrave, wharf.
 Mulgrave, dry wall.
 North Sydney, wharf.
 Dalhousie, wharf.
 Lévis, wharf.
 Lévis, cribwork.
 Lévis, Prince's pier.
 Lévis, retaining wall.
 Drummondville, coal trestle.

WHARFS AND TRESTLES.

New Work.

Pictou, passenger landing.

BRIDGES AND CULVERTS.

Repairs.

St. John, wall street bridge.
 St. John, draw bridge at ballast wharf.
 Hammond River, bridge.
 Otty's, overhead bridge.
 Quispamsis, bridge warners.
 Lakeside, bridge warners.
 Musquash, bridge warners.
 McCafferty's, overhead bridge.
 Partage Branch, bridge warners.
 Moncton, Mountain road bridge.
 Upper Dorchester, Crowsen's Aboideau.
 Dorchester, culvert.
 Fort Lawrence, overhead bridge.
 Between Wentworth & Grenville, culvert.
 Stewiacke, 1 mile west of, culvert.
 Miller's brick Yard, $\frac{1}{4}$ mile west of, culvert.
 Miller's Crossing, culvert.
 Milford, $1\frac{1}{4}$ miles west of, culvert.
 Milford, culvert.
 Milford, east of, culvert.
 Richmond, culverts.
 West River, bridge.
 Dartmouth Branch, culvert.
 Pugwash Junction, culvert.
 Scotsburn, culvert.
 Lyon's Brook, culvert.
 McLean Street, New Glasgow, cribwork.
 Woodburn, (Stewart's Brook), culvert.
 West Merigomish, bridge.
 West Merigomish, cattle guard.
 Pine Tree, bridge.
 Murphy's near Antigonish, cribwork.
 Taylor's Road, culvert.
 Antigonish, $1\frac{1}{4}$ miles east of, culvert.
 Pomquet, culvert.

Clearwater, culvert.
 Boiestown, culvert.
 Boiestown, bridge.
 Doaktown, bridge.
 Upper Blackville, culvert.
 Blackville, culvert.
 Blackville, bridge.
 Blackville, (Indiantown Branch), culvert.
 Chelmsford, culvert.
 Barnaby River, bridge.
 Chatham, three culverts.
 Loggieville, culvert.
 Pond's Brook, bridge.
 Bathurst, culvert.
 Petit Roche, culvert.
 Matapedia, culvert.
 Sayabec, culvert.
 Rivière du Loup Branch, bridge.
 Old Lake Road, two culverts.
 Ste. Helene, culvert.
 Between St. Pascal and St. Philippe,
 bridge, (Langelier).
 St. Pacome, culvert.
 Ste. Anne, culvert.
 Cap St. Ignace, west of, culvert.
 St. Pierre, culvert.
 St. Valier, culvert.
 St. Charles, bridge, (Boyer).
 Levis, near Paradis' mill, culvert.
 Chaudière Junction, east of, culvert.
 St. Nicholas, east of, bridge.
 St. Apollinaire, east of, culverts.
 St. Apollinaire, east of, bridge.
 St. Apollinaire, culvert.
 St. Apollinaire, west of, culvert.

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Heatherton, 1 mile east of, culvert.
 Tracadie Road, retaining wall, bridge.
 Linwood, drain.
 Harbor au Bouche, drain, cattle guard.
 West River, 2 miles west of, culvert.
 Iona, culvert.
 Iona, $\frac{1}{2}$ mile west of, culvert.
 Iona, 1 mile west of, culvert.
 Grand Narrows, bridge.
 Grand Narrows, $3\frac{1}{2}$ miles east of, cattle guards.
 Grand Narrows, 2 miles east of, culvert.
 Grand Narrows, 1 mile east of, culvert.
 Boiesdale, $\frac{1}{2}$ mile east of, bridge.
 Boiesdale, 1 mile east of, cattle guard.
 George's River, culvert.
 George's River, bridge.
 Gibson, culvert.
 Manzer's bridge.
 Manzer's, culvert.
 Zion, three culverts.
 Cross Creek, two culverts.
 Upper Cross Creek, bridge.

Laurier, east of, culvert.
 Laurier, west of, culvert.
 Delotbinière, east of, culvert.
 Delotbinière, west of, culvert.
 Villeroy, east of, culvert.
 Villeroy, culvert.
 Daveluyville, east of, culvert.
 Aston Junction, east of, culverts.
 Aston Junction, west of, culverts.
 St. Wenceslas, west of, culverts.
 St. Leonard, culvert.
 Between St. Leonard & St. Monique, culverts.
 Mitchell, bridge.
 Drummondville, west of, culverts.
 St. Germain, east of, bridge.
 St. Germain, west of, culverts.
 Duncan, culvert.
 St. Eugene, culverts.
 St. Eugene, east of, culvert.
 St. George, bridge.
 Ste. Rosalie, culvert.

BRIDGES AND CULVERTS.

New Work.

Passekeag, overhead bridge, warners. Windsor Junction, cedar culvert.
 Hilden, open beam culvert.

MASONRY WORK DONE.

Repairs.

Passekeag, culvert.
 Athol, 1 mile east of, box culvert.
 Springhill Junction, 2 miles west of, culvert.
 Springhill Junction, $1\frac{1}{2}$ miles west of, box culvert.
 Springhill Junction, $1\frac{1}{4}$ miles west of, culvert.
 Springhill Junction, ash pits.
 Oxford Junction, $1\frac{1}{4}$ miles west of, arch culvert.
 Greenville, culvert.
 Wentworth, 2 miles west of, bridge.
 Wentworth, 2 miles east of, culvert.
 Wentworth, $2\frac{1}{2}$ miles east of, culvert.
 Folleigh, 1 mile west of, arch culvert.
 Londonderry, culvert.
 Londonderry, east of, culvert.
 Truro, $2\frac{1}{4}$ miles west of, bridge.
 Hilden, west of, bridge.
 Brookfield, east of, box culvert.
 Stewiacke, 1 mile west of, box culvert.
 Shubenacadie, 2 miles west of, arch culvert.
 Shubenacadie, $1\frac{1}{2}$ miles west of, culvert.
 Milford, $1\frac{1}{2}$ miles west of, culvert.
 Milford, $\frac{1}{2}$ mile west of, culvert.
 Milford, two culverts.
 Elmsdale, box culvert.
 Wellington, east of, box culvert.
 Bedford, $\frac{1}{4}$ mile east of, culverts.
 Glengarry, $\frac{3}{4}$ mile west of, culvert.
 Wallace, bridge.
 Malagash, west of, four culverts.
 Pugwash Junction, east of, two culverts.
 Tatamagouche, bridge.
 Woodburn, bridge.
 Antigonish, $1\frac{1}{2}$ miles east of, culvert.
 South River, 2 miles west of, two culverts.
 South River, $1\frac{1}{2}$ miles west of, culvert.
 Pomquet, 1 mile east of, culvert.
 Pomquet, culvert.
 Mulgrave, bridge.
 George's River, bridge.
 Rivière du Loup, bridge.
 Rivière du Loup, west of, two culverts.
 Old Lake Road, two culverts.
 Ste. Helene, east of, culvert.
 St. Philippe, bridge.
 Ste. Anne, east of, culvert.
 Ste. Anne, two culverts.
 St. Charles, bridge.
 Chaudière Junction, culvert.

PAINTING.

Bridges.

Mulgrave, new transfer bridge.
 Point Tupper, old transfer bridge.
 Point Tupper, east of, bridge No. 7.
 Mines Road, east of, bridge No. 7.
 River Inhabitant, bridge.
 River Denys, bridge.
 Mill Brook, bridge No. 21.
 Orangedale, bridge.
 Jamesville, bridge No. 3.
 Jamesville, bridge No. 4.
 Ball Creek, bridge.

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BUILDINGS AND PLATFORMS.

Repairs.

St. John, train shed walls.	Penobsquis, station windows.
St. John, freight shed No. 1.	Penobsquis, freight house doors.
St. John, freight shed No. 2.	Anagance, station.
St. John, freight shed No. 7.	Petitcodiac, baggage room.
St. John, freight shed No. 8.	Petitcodiac, station.
St. John, platform, Exhibition Building.	Petitcodiac, freight shed doors.
St. John, baggage room.	Salisbury, station.
St. John, dwelling house.	Boundary Creek, station.
St. John, train shed.	Moncton, store room, track blacksmith shop.
St. John, new freight office.	Moncton, track blacksmith shop, extension.
St. John, train shed platform.	Moncton, coaling plant.
St. John, shelter in No. 8, freight shed.	Moncton, track blacksmith shop, foundation.
St. John, station doors.	Moncton, for steam hammer.
St. John, dwelling house, roof, Lombard street.	Moncton, freight house platform.
St. John, freight shed, roof.	Moncton, station platform.
St. John, windows, blacksmith shop add. power house.	Moncton, floor, machine shop.
St. John, windows station.	Moncton, ventilator, paint shop.
St. John, Gilbert's Lane, cattle pen.	Moncton, switchman's shanty.
St. John, platform No. 2 shed.	Moncton, rest house building.
St. John, elevator building.	Moncton, round house roof.
St. John, platform, cattle shed.	Moncton, new floor, track shop office.
St. John, floor cattle shed, office.	Moncton, sidewalk to shops.
St. John, coachmen's shelter.	Moncton, machine shop roof.
St. John, custom's room.	Moncton, shelving store room, general office.
St. John, coal shed.	Moncton, erecting shop, floor.
St. John, ticket office.	Moncton, government cottage No. 1.
St. John, freight house, shed No. 9.	Moncton, freight house.
St. John, train shed, office.	Moncton, electric department, office.
St. John, shovels at elevator.	Moncton, paint room, track shop.
St. John, shed for time clock.	Moncton, traffic manager's cottage.
St. John, Dominion Express Co., room.	Moncton, track blacksmith shop, loading platform.
St. John, tool box for St. John station.	Moncton, cottage No. 9.
St. John, coal box for signal tower.	Moncton, boiler house, mechanical dept.
St. John, new freight office.	Moncton, paint shop, mechanical dept.
St. John, mowry factory building.	Moncton, roundhouse.
Torryburn, station.	Moncton, dumb waiter, general offices.
Torryburn, platform.	Moncton, engine room, track blacksmith shop.
Renforth, platform.	Moncton, yardmaster's office.
Jubilee, station platform.	Moncton, windows, erecting shop.
Nauwigewauk, station platform.	Moncton, machine shop.
Nauwigewauk, freight house.	Moncton, station doors.
Lakeside, station.	Moncton, tool room, mechanical dept.
Hampton, platform.	Moncton, pulleys for track shop.
Hampton, freight shed platform.	Moncton, ventilator, track shop.
Hampton, w.c.	Moncton, iron rack, track shop.
Bloomfield, platform.	Moncton, maintenance office, general office.
Bloomfield, station.	Moncton, freight house office.
Bloomfield, coal house.	Moncton, W.S. store No. 1.
Norton, platform.	Moncton, roof, boiler house.
Norton, station, roof.	Humphrey's, station platform.
Apohaqui, platform.	Shediac, station platform.
Apohaqui, freight house platform.	Point du Chene, cattle pens and sheep racks.
Apohaqui, station windows.	Point du Chene, freight house platform.
Sussex, platform.	Point du Chene, coal shed.
Sussex, freight house platform.	Point du Chene, ice-house.
Sussex, station roof.	Point du Chene, agent's dwelling.
Sussex, engine-house.	
Sussex, loading platform.	
Sussex, station windows.	
Sussex, doors, freight house.	
Plumweseep, station platform.	
Penobsquis, station platform.	

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Point du Chene, baggage room.	Wellington, passenger platform.
Painsec Junction, platform.	Windsor Junction, tank house.
Painsec Junction, station.	Windsor Junction, station.
Calhoun's, station.	Windsor Junction, roof, baggage room.
Memramcook, loading platform.	Bedford, station chimney.
Memramcook, station.	Fairview, station.
Memramcook, freight house.	Richmond, roundhouse.
College Bridge, station.	Richmond, machine shop.
Evan's, station.	Richmond, car shop.
Evan's, loading platform.	Richmond, blacksmith shop.
Sackville, cattle pen.	Richmond, cattle shed.
Sackville, station platform.	Richmond, D.A.R. building.
Amherst, station platform.	Richmond, track scale.
Amherst, baggage room.	Richmond, ash pits.
Amherst, station.	Halifax, roundhouse.
Nappan, loading platform.	Halifax, cattle shed.
Nappan, station.	Halifax, grain elevator.
Nappan, sheathing waiting room, office, &c.	Halifax, shed No. 1.
Maccan, station.	Halifax, shed No. 2.
Athol, floor, station.	Halifax, shed No. 3.
Springhill Junction, station, waiting rooms.	Halifax, shed No. 4.
Springhill Junction, engine-house doors.	Halifax, North street station.
Springhill Junction, tool house.	Halifax, train shed.
Salt Springs, station.	Halifax, electric power house.
River Philip, station platform.	Halifax, car cleaning shed.
Oxford Junction, loading platform.	Halifax, Gerrish street house.
Oxford Junction, station.	Halifax, shelving office shed No. 1.
Thomson, station.	Halifax, new baggage room & chiecker's.
Thomson, freight house.	Halifax, office, shed No. 2.
Greenville, station.	Halifax, coal bin under shed No. 3.
Greenville, platform.	Halifax, D.A.R. freight shed.
Westchester, station.	Halifax, wash house, North street.
Westchester, station flue.	Halifax, hay shed.
Between Westchester & Wentworth, tool house.	Halifax, shed No. 8.
Wentworth, station floor.	Halifax, power house, extending fan room.
Wentworth, station platform.	Halifax, train shed, roof.
Wentworth, freight house.	Halifax, yard delivery office.
Wentworth, coal shed.	Halifax, shunter's shanty.
Folleigh, station flue.	Halifax, postal building.
Londonderry, station platform.	Halifax, carpenter shop.
Londonderry, station flue.	Halifax, roundhouse roof.
Londonderry, station roof.	Halifax, switch house.
Londonderry, cattle pen.	Halifax, D.W.T. roof, car inspector's shanty.
East Mines, station platform.	Halifax, tool house.
East Mines, station flue.	Valley, platform.
Debert, station roof.	Valley, station.
Belmont, loading platform.	Riversdale, loading platform.
Belmont, station cellar.	Hopewell, platform.
Onslow, station platform.	Ferrona Junction, freight shed.
Truro, express office.	Riverton, platform.
Truro, despatcher's office.	Windsor Junction, store house.
Truro, tool house flue.	Waverly, station platform.
Truro, baggage room.	Waverly, station.
Truro, coal shed.	Dartmouth, platform.
Truro, floor, waiting room.	Dartmouth, station.
Truro, mail room.	Dartmouth, tool house.
Alton, station platform.	Oxford Junction, station platform.
McKay's, station.	Oxford Junction, engine-house.
Stewiacke, station.	Oxford Junction, coal house.
Stewiacke, platform.	Oxford, station platform.
Stewiacke, station flue.	Oxford, coal house.
Shubenacadie, station.	Oxford, station.
Shubenacadie, platform.	Conn's Mills, platform.
Elmsdale, station.	Conn's Mills, coal house.
Enfield, office and waiting room.	Pugwash, platform.
	Pugwash, coal house.

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- Pugwash, station.
 Wallace Bridge, station platform.
 Wallace Bridge, station.
 Malagash, station platform.
 Malagash, station.
 Tatamagouche, station.
 Denmark, station platform.
 River John, station platform.
 River John, station.
 Scotsburn, station.
 Lyon's Brook, station.
 Pictou, freight shed.
 Pictou, trackmaster's office.
 Pictou, baggage room.
 Lockbroom, station.
 Westville, station platform.
 Westville, loading platform.
 Westville, station.
 Stellarton, baggage room.
 Stellarton, freight shed.
 Stellarton, roundhouse.
 Stellarton, switch house.
 New Glasgow, loading platform.
 New Glasgow, tool house.
 New Glasgow, freight shed.
 New Glasgow, station.
 New Glasgow, platform.
 New Glasgow, Conley's coal chute.
 Trenton, station.
 West Merigomish, station.
 West Merigomish, station flue.
 Merigomish, W.C.
 Barney's River, station flue.
 Antigonish, baggage room.
 Antigonish, platform.
 Antigonish, station.
 Antigonish, freight shed.
 South River, station.
 Tracadie, station.
 Harbor au Bouche, station.
 Harbor au Bouche, platform.
 Pirate Harbor, station.
 Mulgrave, ice-house.
 Mulgrave, freight shed.
 Point Tupper, coal shed.
 Point Tupper, station office.
 Point Tupper, station.
 Point Tupper, foundation, power house.
 McIntyre's Lake, station.
 River Deny's, cattle pen.
 Alba, station.
 Grand Narrows, station platform.
 Shenacadie, station buildings.
 Christmas Island, station.
 Boiesdale, station.
 George's River, platform.
 North Sydney Junction, removing station buildings.
 North Sydney Junction, station.
 North Sydney, station.
 North Sydney, cattle pen.
 North Sydney, freight house.
 North Sydney, freight shed on wharf.
 Leitch's Creek, station.
 Sydney River, station platform.
 Sydney, engine-house.
 Sydney, freight shed.
 Sydney, bonded ware room.
 Sydney, boiler shed at roundhouse.
 Sydney, station.
 Sydney, coal chute at roundhouse.
 Loggieville, engine-house.
 Chatham, agent's dwelling.
 Blackville, station.
 McNamee's, shelter.
 Boiestown, power house.
 Boiestown, coal shed and W.C.
 Boiestown, station.
 Cross Creek, station.
 Marysville, station.
 Gibson, station.
 Gibson, blacksmith shop.
 Fredericton, power house.
 Fredericton, station platform.
 Fredericton, carpenter shop.
 Berry's Mills, tool house.
 Canaan, station kitchen.
 Canaan, loading platform.
 Canaan, station platform.
 Coal Branch, platform.
 Harcourt, station.
 Harcourt, platform.
 Harcourt, tool house.
 Acadiaville, station.
 Acadiaville, loading platform.
 Rogersville, station platform.
 Chatham Junction, station platform.
 Chatham Junction, cattle pen.
 Derby Junction, platform.
 Millerton, station.
 Indiantown, station.
 Newcastle, freight shed.
 Newcastle, coal shed.
 Newcastle, oil shed.
 Newcastle, wharf platform.
 Newcastle, engine-house.
 Newcastle, trestle.
 Beaver Brook, station.
 Red Pine, station platform.
 Gloucester Junction, station platform.
 Bathurst, freight house.
 Bathurst, station platform.
 Bathurst, station.
 Petit Roche, station platform.
 Petit Roche, station.
 Jacquet River, freight house platform.
 Jacquet River, station.
 Nash's Creek, station.
 Dickie's, station platform.
 New Mills, station.
 Charlo, station.
 Craig's, shelter.
 Eel River, shim house.
 Dalhousie Junction, freight house.
 Dalhousie, engine-house.
 Dalhousie, freight house.
 Dalhousie, station.
 Campbellton, superintendent's house.
 Campbellton, section shanty.
 Campbellton, roundhouse.
 Campbellton, station.
 Campbellton, coal shed.
 Campbellton, station platform.
 Campbellton, yardmaster's shanty.
 Moffatt's, station.
 Flat Lands, station.

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Matapedie, station platform.	St. Michael, station platform.
Matapedia, station.	St. Charles, station platform.
St. Alexis, station.	St. Charles, pump house.
Millstream, station platform.	St. Charles Lake, pump house.
Millstream, station.	Levis, superintendent's office.
Assametquaghan, station platform.	Levis, agent's house.
Beau Rivage, station.	Levis, trackmaster's office.
Causapscal, station platform.	Hadlow, sidewalk.
Causapscal, station.	St. Romuald, station.
Salmon Lake, station.	St. Romuald, freight shed.
Amqui, station.	Chaudière Junction, engine-house.
Cedar Hall, station platform.	Chaudière Junction, switchman's shanty.
Cedar Hall, freight shed.	Chaudière Junction, tank.
Sayabec, station.	Chaudière Junction, transfer shed.
St. Moise, station.	Chaudière Junction, ice-house.
Little Métis, station.	Chaudière, station.
St. Octave, station.	St. Appolinaire, station.
Ste. Flavie, platform.	St. Appolinaire, station platform.
Ste. Flavie, station.	St. Apollinaire, freight shed.
Ste. Flavie, pump house.	Laurier, station.
Ste. Flavie, coal shed.	Delotbinere, station.
St. Luce, station.	Villeroy, station.
St. Anaclet, station.	Manseau, sectionmen's dwelling.
Rimouski, station.	Manseau, freight shed.
Sacré Cœur, station.	Manseau, station.
St. Fabien, station.	Lemieux, station.
St. Simon, station.	Daveluyville, station.
St. Simon, water tank.	Daveluyville, station platform.
Trois Pistoles, agent's house.	Aston Junction, station.
Trois Pistoles, station.	St. Leonard Junction, coal shed.
St. Eloi, station.	St. Leonard Junction, station.
Isle Verte, station.	St. Leonard Junction, agent's dwelling.
Isle Verte, tank.	Nicolet, station.
St. Arsene, station.	St. Monique, station.
Cacouna, station.	St. Monique, platform.
Rivière du Loup, baggage room.	St. Perpetue, station.
Rivière du Loup, store building.	St. Perpetue, station platform.
Rivière du Loup, station.	Mitchell, station.
Old Lake Road, station.	Mitchell, station platform.
St. Alexandre, station platform.	Carmel, station platform.
St. Andre, station platform.	Carmel, station.
St. Paschal, station platform.	St. Cyrille, station platform.
Rivière Ouelle, station platform.	St. Cyrille, W.C.
Rivière Ouelle, coal platform.	St. Cyrille, station.
St. Pacome, station platform.	Drummondville, engine-house.
Ste. Anne, station platform.	Drummondville, freight shed.
Ste. Louise, station platform.	Drummondville, carpenter shop.
L'Islet, station platform.	Drummondville, station platform.
Cap St. Ignace, station platform.	St. Germain, stock pen.
St. Pierre, station platform.	St. Germain, station.
St. Pierre, loading platform.	St. Eugene, station.
St. Pierre, cattle pen.	St. Eugene, station platform.
St. François, station platform.	Ste. Rosalie, station.
St. Valier, station platform.	

BUILDINGS AND PLATFORMS.

New Work.

St. John, platform for Agricultural society.	Halifax, car inspector's office, C.P.R.
Petitcodiac, baggage room.	Sydney, boiler shed at roundhouse.
Moncton, temporary platform for Barnum's circus.	Sydney Mines Branch, tool house.
Moncton, electric battery house.	Sydney Mines Branch, coal shed.
Moncton, shed for planer.	Bathurst, pump house.
Belmont, W.C. and coal shed.	Dickie's, shelter, (rebuilt).
Halifax, office, pier No. 8.	Ste. Flavie, hand car house.
	Bic, hand car house.

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PAINTING.

Moncton, hopper's shop.	Newport, platform.
Painsec Junction, station.	South Uniacke, platform.
Painsec Junction, baggage room.	Windsor Junction, freight shed.
St. Octave, freight shed.	Windsor Junction, platform.
Windsor, platform.	Windsor, culvert.
Windsor, station.	Mount Uniacke, 1½ miles east of, bridge.
Mount Uniacke, platform.	Ellershouse, culvert.
Mount Uniacke, station.	St. Croix, near Ellershouse, bridge.
Beaver Bank, platform.	Newport, culvert.
Beaver Bank, station.	Windsor Junction, culvert.
Ellershouse, platform.	Newport, ½ mile east of, culvert.
Ellershouse, station.	

In addition to the ordinary repairs I beg leave to append a list of extraordinary work done with cost of same :—

Angle plates and bolts used in laying 80-lb. rails.. ..\$	58,560 00
Repairs to Lévis cribwork, material and labour.. . . .	5,604 95
Repairs to Point du Chêne wharf, material.... . . .	4,629 84
Repairs to point du Chêne wharf, labour.. . . .	1,886 87
Repairs to West River bridge, material.. . . .	10,533 02
Repairs to West River bridge, labour.. . . .	4,021 16
Heating station at Point Tupper.. . . .	418 00
New station at Pugwash Junction (part payment).. . .	405 00
New station at Belmont (part payment).... . . .	3,375 00
	<hr/>
	\$ 89,433 84
Relaying rails, 80-lb.. . . .	12,776 07
Relaying rails, 67-lb.. . . .	976 04
	<hr/>
.. \$	103,185 95

GENERAL.

New buffers were made and set up at different points on the line, where required and repairs made where necessary.

Repairs were made to crossings at various points on the line.

Glass was put in and glazing done where necessary.

A number of old box car tops were repaired and fitted up during the year for hand-car and tool-houses.

Ladders for buildings and semaphores were provided where required along the line.

Outhouses and approaches to public road crossings were whitewashed where required.

Painting has been done to the semaphores, switches and telegraph signals throughout the line, where required.

Necessary repairs were made to hand-car, trollies, baggage trucks and wheelbarrows throughout the line.

Necessary repairs were made to steam shovels when required.

Boxes were made for the packing of second-hand spikes and bolts, when required.

Necessary repairs were made to steam shovels, when required.

SESSIONAL PAPER No. 20

In concluding this report I wish to state that the maintenance of the road, buildings and bridges has been fully looked after and I feel that the road was never in better condition than at present.

I have the honour to be, sir,

Your obedient servant,

T. C. BURPEE,

Engineer of Maintenance of Way and Works.

D. POTTINGER, Esq.,

General Manager, Government Railways,
Moncton, N.B.

No. 1.—INTERCOLONIAL RAILWAY.
CAPITAL ACCOUNT, 9 MONTHS ENDED MARCH 31, 1907.

1906.	Dr.	\$	cts.	1906.	Cr.	\$	cts.
June 30..	To Cost of Intercolonial Railway to date.....			June 30..	By Dominion of Canada....	81,238,728	63
1907.							81,238,728 63
Mar. 31..	To Strengthen bridges.....	118,272	88				
	Diversion of line at St. Leonard Junction ..	5,485	72				
	Diversion of line at Mitchell	3,946	86				
	Improvements at Drummondville	3,681	01				
	Engine house, &c., at Claudière Junction..	31,821	23				
	Engine-house, machine shop, &c., Rivière du Loup	5,998	72				
	Increase accommodation at Ste. Flavie ...	16,914	78				
	Improvements at Campbellton	5,529	85				
	Increase accommodation at Halifax.....	260,124	63				
	Increase accommodation at Truro.	83,652	83				
	Increase accommodation at St. John.....	2,259	41				
	Increase accommodation at Sydney.	17,612	69				
	Increase accommodation at Stellarton ..	2,810	47				
	Air brakes to freight cars.....	21,000	00				
	Increase accommodation at Pictou	74,638	18				
	Extension to Sydney Mines	22,195	85				
	Rolling stock.....	343,676	86				
	Double tracking parts of line	50,751	82				
	Increase accommodation and facilities along line	15,184	21				
	Additional sidings and spur lines	32,433	72				
	Extension of wharf at Dalhousie.....	106	45				
	Locomotive and car shops and land purchase at Moncton.	183,531	02				
	Improvements at Sackville	24,916	00				
	Fencing portion of line not heretofore fenced	15,983	36				
	New machinery for locomotive and car shops	50,214	73				
	Improving grades on line	3,246	44				
	Increase accommodation at New Glasgow.	13,000	00				
	Put railway between Indiantown and Black- ville in condition for operation.....	789	00				
	Increase water supply.	11,222	15				
	Increase accommodation at Springhill Junction	20	94				
	Raising wharf at Pictou Landing	14,989	05				
	Improvements at Rothesay	47	16				

Increased accommodation at Antigonish . . .	1,418 42			
Improvements at Newcastle	2,760 96			
Water tank and reservoir at Glengarry	1,585 78			
Steam shovel	11,700 00			
Time recorders and watchmen's clocks	1,285 50			
Original construction	573 66			
Bridge and blast rocks at deep water ter- minus, Halifax	19,360 58			
Exchange draw bars of freight cars	12,531 20			
Provide side ladders on box cars	2,275 00			
Gibson air compressor and reservoir	1,780 91			
Ice houses at various points	11,100 00			
Princess pier	3,778 22			
	1,506,248 26			
Less—Amount of cheque for \$39 from J. S. O'Dyer, being refund of over- payment for lands taken for River Ouelle Branch	39 00	1907.	By Dominion of Canada	1,506,209 26
				82,744,937 89

R. & O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller.

7-8 EDWARD VII., A. 1908

No. 2.—INTERCOLONIAL RAILWAY.

REVENUE ACCOUNT, 9 MONTHS ENDED MARCH 31, 1907.

Expenditure.		Earnings.	
	\$ cts		\$ cts.
Maintenance of way and structures..	1,111,888 68	Passenger earnings.....	1,952,438 88
Maintenance of equipment.. . . .	1,180,521 16	Freight "	4,032,745 00
Conducting transportation.....	3,485,224 83	Mail and express earnings.	235,039 88
General expenses.	147,537 16	Miscellaneous earnings.....	28,087 24
	5,925,171 83		6,248,311 00
Rental of leased lines.....	105,0 0 00		
	6,030,171 83		
Balance.....	218,139 17		
	6,248,311 00		6,248,311 00

E. & O. E.
MONCTON, N.B.

S. L. SHANNON,
Comptroller.

No. 3.—INTERCOLONIAL RAILWAY.

MAINTENANCE OF WAY AND STRUCTURES, 9 MONTHS ENDED MARCH 31, 1907.

	\$ cts.
No. 1. Repairs to roadway.....	716,139 78
2. Renewals of rails.....	37,950 17
3. " ties.....	147,909 14
4. Repairs and renewals of bridges and culverts.....	65,637 50
5. " fences, road crossings, signs and cattle-guards.....	22,654 06
6. " buildings and fixtures.....	104,310 19
7. " docks and wharfs.....	12,531 12
8. " telegraph	1,220 67
9. Stationery and printing.....	3,201 66
10. Other expenses.....	334 39
	1,111,888 68

E. & O. E.
MONCTON, N.B.

S. L. SHANNON,
Comptroller.

SESSIONAL PAPER No. 20

No. 4.—INTERCOLONIAL RAILWAY.

MAINTENANCE OF EQUIPMENT, 9 MONTHS ENDED MARCH 31, 1907.

	\$	cts.
No. 11. Superintendence.....	66,372	81
12. Repairs and renewals of locomotives	476,210	12
13. " passenger cars.....	166,813	88
14. " freight cars.....	327,658	24
15. " work cars	13,803	27
16. " marine equipment.....	8,522	81
17. " shop machinery and tools.....	56,912	93
18. Stationery and printing	8,224	10
19. Other expenses.....	55,998	00
	1,180,521	16

E. & O. E.

MONCTON, N.B.

S. L. SHANNON,

Comptroller.

No. 5.—INTERCOLONIAL RAILWAY.

CONDUCTING TRANSPORTATION, 9 MONTHS ENDED MARCH 31, 1907.

	\$	cts.
No. 20. Superintendence .. .	84,801	41
21. Engine and roundhouse men.....	604,113	08
22. Fuel for locomotives.....	1,143,036	23
23. Water supply for locomotives.....	47,518	88
24. Oil, tallow and waste for locomotives..	42,272	07
25. Other supplies for locomotives	9,638	69
26. Train service .. .	503,763	15
27. Train supplies and expenses.....	129,547	89
28. Switchmen, flagmen and watchmen.....	166,260	92
29. Telegraph expenses.....	129,028	70
30. Station service.....	425,566	75
31. Station supplies.....	78,718	44
35. Loss and damage.....	84,354	35
36. Injuries to persons.....	2,447	37
37. Clearing wrecks.....	15,619	36
38. Operating marine equipment.....	30,395	98
39. Advertising .. .	31,673	81
40. Outside agencies.....	44,231	86
42. Stock yards and elevators.....	5,069	67
44. Rents of buildings and other property.....	1,488	78
45. Stationery and printing.....	53,821	38
46. Other expenses.....	25,729	22
Total.....	3,659,097	99

LESS :—

33. Car service	\$	153,477	77
34. Hire of equipment .. .		9,163	09
43. Rents for tracks, yards and terminals.....		11,232	30
		173,873	16
		3,485,224	83

E. & O. E.

MONCTON, N.B.

S. L. SHANNON,

Comptroller.

7-8 EDWARD VII., A. 1908

No. 6.—INTERCOLONIAL RAILWAY.

GENERAL EXPENSES, 9 MONTHS ENDED MARCH 31, 1907.

	\$	cts.
No. 47. Salaries of general officers	10,999	94
48. Salaries of clerks and attendants.....	58,441	87
49. General office expenses and supplies.....	15,377	95
50. Insurance	7,842	53
51. Law expenses.. ..	16,243	48
52. Stationery and printing, general offices.....	12,258	66
53. Other expenses	26,372	73
	147,537	16

E. & O. E.
MONCTON, N.B.

S. L. SHANNON,
Comptroller.

No. 7.—INTERCOLONIAL RAILWAY.

SPECIAL VOTES, 9 MONTHS ENDED MARCH 31, 1907.

	\$	cts.
Rent of Grand Trunk Railway—Chaudière Curve to Chaudière and Ste. Rosalie to Montreal, including the Victoria Bridge and terminals in Montreal	105,000	00

E. & O. E.
MONCTON, N.B.

S. L. SHANNON,
Comptroller.

No. 8.—INTERCOLONIAL RAILWAY.

GENERAL STORES ACCOUNT, 9 MONTHS ENDED MARCH 31, 1907.

Dr.	\$	cts.	\$	cts.	Cr.	\$	cts.
To Balance at June 30, 1906.	2,281,468	44	1,493,723	83	By Issues during 9 months ended March 31, 1907. . .	2,447,075	60
Purchases during 9 months ended March 31, 1907 . . .	102,190	73			Sales material, fuel, &c.	81,572	26
Charges from other departments . . .	84,714	08			Sales old material.	92,717	32
Labour, &c.	1,265	00			Balance.		
Staff pay rolls (general office)			2,469,638	25	Ordinary stores, including fuel.	405,808	68
					Roadway and bridge material.	936,188	22
			3,963,362	08			

E. & O. E.
MONCTON, N.B.

S. L. SHANNON,
Comptroller.

No. 9.—INTERCOLONIAL RAILWAY.
GENERAL BALANCE, 9 MONTHS ENDED MARCH 31, 1907.

Dr.	\$	cts.	\$	cts.	Cr.	\$	cts.
To Cash			452	93	By Dominion of Canada.....		
Station agents.....			196,362	58	Unclaimed freight		
General stores.....			1,341,996	90	Suspense.....		
Rents.....			6,154	21	Freight in Transit Account.....		
Claim Agent's Suspense Account.....			43,879	15	Grand Trunk Ry. Track Suspense Account		
Lee Stock Account.....			2,216	68			
Auditor's Suspense Account.....			13,850	60	By Individuals and Companies Ledger		
Beaver Brook Accident Claims Account.....			2,500	00	Albert Manufacturing Co.....		
					Cape Breton Ry.....		
To Individuals and Companies Ledger—					Charlottetown Steam Navigation Co.....		
Acadia Coal Company	782	65			Chatham Railway.....		
Armour Car Lines	0	57			Canadian Ry. News Co.....		
American Locomotive Co.	1,038	97			Department of Justice.....		
H. & A. Allan.....	4	50			Dubs & Co.....		
Allan Steamship Line.....	1,892	13			G. Demers.....		
Athol station.....	4	44			W. B. Dickson.....		
Amherst freight station	3	31			Dominion of Canada Guarantee and Accident Co.		
F. Atkinson.....	49	87			Elmsdale Co.....		
H. Atkinson.....	12	80			Employers' Liability Assurance Corporation...		
Atlantic and Lake Superior Ry.....	7,888	72			Freight Claim Agent		
American Refrigerator Trans. Co.....	3	20			J. Fenderson & Co.....		
Ann Arbor Ry.....	2	00			General Baggage Agent.....		
Boston and Maine Ry.....	115	66			Grand Lake Lumber Co.....		
Ballston Terminal Railway.....	396	41			General Storekeeper.....		
Baltimore and Ohio Ry	22	82			J. B. & A. Gaulin.....		
Boston and Albany Ry.....	2	84			Guarantee Company of North America.....		
Baldwin Locomotive Works.....	181	10			H. Girard.....		
M. Beatty & Sons.....	1	14			J. B. Humphrey		
Geo. C. Brown.....	11	08			Mrs. B. Carr Harris.....		
J. C. Brown.....	15	00					
Boisdale station	7	80					
Bic station.....	22	00			By I.C.Ry. Employees' Relief and Insurance Assn.		
Bloomfield Station.....	25	21			London Guarantee and Accident Co.....		
Beersville Ry. of Coal Co.....	564	91			I. Lord.....		
Buffalo Rochester and Pitts. Ry.....	1	54			Merchants Despatch Transportation Co.....		
I. L. Burrill.....	90	23			McLean, Holt & Co.....		
Burlington, Cedar Rapids and N. Ry.....	1	60			W. A. McKay & Co.....		
Brockville, West Point and N. W. Ry.....	8	66			New Brunswick Telephone Co.....		
Buffalo and Susquehanna Ry.....	1	99			N. S. Fertilizer Co.....		
Burlington and Mis. River Ry.....	0	63			J. O'Shaughnessy.....		
Bessemer and Lake Erie Ry.....	2	26					

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Canadian Pacific Ry.....	17,587 17		Pictou Foundry Co.....	18 90
" (N.B. Div.)..	3,580 17		Portland Rolling Mills.....	0 01
" Rolling stock.....			Quebec Construction Co.....	51 44
P. E. Came.....			Robb Engineering Co.....	1 50
Canada Eastern Ry.....			Railway Passengers' Assurance Co.....	3 45
Caracquet Ry.....	21,167 34		J. Simon.....	200 00
Canadian Express Co.....	22,446 90		Savoie & Co.....	823 00
Canadian Coals and Ry. Co.....	2,760 70		Transcontinental Ry. Commission.....	1 08
Central Vermont Ry.....	17 42		E. A. Williams.....	18 80
Canada Atlantic Ry.....	19,140 03		Wallace Stone Quarry Co.....	0 80
Cumberland Ry. and Coal Co.....	25 68		Alex. Watton.....	400 00
Chicago Great Western Ry.....	496 12		Dominion Lumber Co.....	182 00
Canadian Northern Ry.....	299 24			
Chicago, Rock Island and Pacific Ry.....	15 30		By Individuals and Companies Ledger Suspense	8,627 75
Cincinnati, Ham. and Dayton Ry.....	33 79		Accounts:—	
Cleveland, Cin., Chic. and St. Paul Ry.....	12 54		P. E. Island Ry.....	29 47
Chicago and Northwestern Ry.....	14 46		McLean, Holt & Co.....	43 00
S. Canard & Co.....	0 50		General Storekeeper.....	117 77
T. B. Calloun.....	6 00		Pictou Foundry Co.....	283 50
Canadian Bridge Co.....	61 82		Acadia Coal Co.....	45 70
T. R. Campbell.....	11 58		Braserville Foundry.....	147 73
Campbellton ticket station.....	2 72		Galema Oil Co.....	104 00
Campbellton freight station.....	538 01		H. J. Carson & Co.....	3,434 20
H. J. Cameron.....	10 00		Imperial Oil Co.....	32 05
Goldbrook Rolling Mills.....	159 96			
Coal Branch Station.....	3 00		By Traffic Ledger:—	4,237 42
T. Cook & Son.....	94 85		Atchison, Top and S. Fe Ry.....	826 38
Chicago and Alton Ry.....	25 00		Boston and Maine Ry.....	3,823 37
Cin., New Orleans and Texas P. Ry.....	1,679 07		G. E. Bookman.....	6 10
Chicago, Burlington and Quincy Ry.....	1,967 41		Canadian Northern Ry.....	996 63
Cudahy Refrigerator Line.....	65 84		Canadian Pacific Ry.....	364 68
Chicago and Eastern Illinois Ry.....	19 80		Chic. Rock Island and P. Ry.....	500 62
Cotton Belt Route.....	5 24		Chic., Burlington & Quincy Ry.....	131 75
Cape Breton Electric Ry. Co.....	1 63		Chic. and Northwestern Ry.....	302 21
Central Ontario Ry.....	4 49		Chic. Mil. and St. Paul Ry.....	366 80
F. H. Charbonneau.....	2 88			
Central Telephone Co.....	0 70		By Delaware and Hudson Ry.....	138 57
Chicago, Ind. and Louisville Ry.....	9 54		Duluth, South Shore and Atlantic Ry.....	669 35
Chicago, Cin. and Louisville Ry.....	337 79		Dominion Coal Co.....	13 78
Chicago, Ind. and Southern Ry.....	1 73		Erie Ry.....	0 40
To Central New England Ry.....	3 00		S.S. <i>Electric</i>	7 20
Colechester Coal and Ry. Co.....	36 00		Eastern S.S. Co.....	157 50
Dept. of Agriculture.....	3 19		Great Northern Ry. Line.....	337 75
Dominion Tar and Chemical Co.....	1 26		Halifax and Southwestern Ry.....	73 30
Dept. of Public Works.....	0 76			
Dept. of Marine and Fisheries.....	0 45			
Dept. of Militia and Defence.....	175 98			
Dominion Atlantic Ry.....	1,520 28			
	24 76			
	16,529 00			
	179 30			
	2,800 34			
	10,385 47			

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No. 9—INTERCOLONIAL RAILWAY—Continued.
GENERAL BALANCE, 9 MONTHS ENDING MARCH, 31, 1907—Continued.

Dr.	\$	cts.	\$	cts.	Cr.	\$	cts.
Dominion Coal Co.....	8,151	91			King Bros.....	200	00
Dominion Iron and Steel Co.....	4,613	36			Lake Shore and Michigan Southern Ry.....	17	22
Delaware and Hudson Ry.....	139	83			Lotbinière and Megantic Ry.....	2	73
Deleware, Lack. and Western Ry.....	35	89			Maine Central Ry.....	4,873	80
Drummond County Ry.....	7,199	87			Minn., St. Paul and S. S. Marie Ry.....	570	23
Dartmouth Station.....	8,013	73			Minn. and St. Louis Ry.....	11	97
Derby Junction Station.....	231	04			Northern Pacific Ry.....	575	24
Dalhousie Station.....	19	69			New York Central and Hudson River Ry.....	35	40
Dominion Express Co.....	277	15			New York, New Haven and Hartford Ry.....	344	85
Dept. of Interior.....	303	82			Pennsylvania Ry.....	28	50
Dominion Bridge Co.....	186	90			Quebec Southern Ry.....	38	45
Dept. of Railways and Canals.....	2	22			Quebec Central Ry.....	499	24
Detroit and Mackinac Ry.....	0	76			Newfoundland Ry.....	223	20
Detroit Southern Ry.....	0	41			Wabash Ry.....	401	29
A. P. Dupuis.....	938	06			Wisconsin Central Lines.....	33	00
Detroit, Toledo and Trenton Ry.....	2	40			By Car Service Ledger:	16,571	51
Denver and Rio Grande Ry.....	0	66			Alabama and Great So. Ry.....	1	00
Elgin and Havelock Ry.....	401	80			Bangor and Electric Ry.....	1	50
Erie Ry.....	73	35			Buffalo and Sasquehanna Ry.....	5	50
Engineering Contract Co.....	518	68			Baltimore and Sparrows Pt. Ry.....	1	75
Eel River Station.....	32	61			Central Vermont Ry.....	1	00
Eureka Mills Station.....	13	56			Chicago Belt. Ry.....	16	00
Elgin Branch Ry.....	726	10			Chicago Great Western Ry.....	10	80
Capt. J. A. Farquhar.....	9	60			Detroit and Mackinac Ry.....	0	25
Forestdale Station.....	6	34			Doud Stock Car Co.....	1	40
A. Forbes.....	82	18			Grand Trunk Ry.....	2,384	76
Fraserville Foundry Co.....	121	38			Great Northern Ry. of Canada.....	18	00
Flood & Co.....	25	50			Huntingdon and Broad Top Mountain Ry.....	1	25
S. W. Fidler & H. W. Roome.....	405	83			Kansas City, Mexico and Orient Ry.....	16	00
Grand Trunk Ry.....	9,796	91			Missouri Pacific Ry.....	0	50
Great Northern Ry. of Canada.....	44	72			Missouri, Kansas and Texas Ry.....	0	50
Grand Trunk Ry.—Suspense.....	98	75			Narragansett Pier Ry.....	1	75
O. Guertte & Son.....	36	92			New Jersey and New York Ry.....	0	25
Gray & Lawrence Bros. Co.....	6	75			Poughkeepsie and Eastern Railway.....	0	90
Gloucester Junction Station.....	78	87			Pecos Valley and Northeastern Ry.....	0	50
P. E. Gallant.....	173	36			Quincy, Omaha and Kansas City Ry.....	5	00
Glengarry Station.....	5	00			Sasquehanna, Bloomsberg and Berwick Ry.....	0	80
Galena Oil Co.....	201	00			St Joseph and Grand Island Ry.....	4	00
Great Northwestern Telegraph Co.....	200	94			Sasquehanna River and Western Ry.....	0	50
Charles Goodall & Son.....	30	54			Texas and Pacific Ry.....	0	50
Galveston, Harrisburg and San. A. Ry.....	1	55			Woodstock Ry.....	1	00
Halifax and Southwestern Ry.....	9,183	26			White River Ry.....	0	40
Hampton and St Martin's Ry.....	1,421	35					

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Hocking Valley Ry.....	1 03		
Halifax Station Labor.....	1,500 00		
M. J. Haney.....	97 31		
Halifax Freigh Station..	887 49		
R. Hamilton.....	1,131 52		
H. M. Hamilton.....	316 66		
Halifax and Cape Breton Ry.....	1,151 42		
L. R. Harrison.....	1,343 41		
Inverness Ry. and Coal Co.....	14,034 49		
Intercolonial Coal Mining Co.....	21 01		
Interprovincial Navigation Co.....	195 90		
Illinois Central Ry.....	1 45		
Indiana, Illinois and Iowa Ry.....	2 24		
Imperial Oil Co.....	32 05		
Iona Station.....	72 71		
To Isle Verte Station.....	25 00		
Kent Northern Ry.....	7,327 76		
Kent Junction Station.....	28 38		
Kanawha and Michigan Ry.....	1 69		
Willard Kitchen.....	33 16		
Kansas City and Southern Ry.....	1 19		
Kentucky and Indiana Bridge Ry.....	210 00		
Lotbiniere and Megantic Ry.....	36 19		
Londonderry Iron and Mining Co.....	20,304 08		
Lehigh Valley Ry.....	31 51		
Louisiana and Western Ry.....	30		
Louisville and Nashville Ry.....	11 55		
Lake Shore and Michigan Southern Ry.....	95 45		
Lake Erie and Western Railway.....	1 30		
LeB. Drury Lockhart.....	45 50		
Moncton and Buckouche Ry.....	512 36		
Michigan Central Ry.....	24 84		
Main Central Ry.....	96 46		
Moncton Freight Station.....	20 00		
Menruecook Station.....	7 51		
Montreal Cotton and Wool Waste Co.....	23 40		
Montmagny Light and Pulp Co.....	1,015 95		
Thos. Malcolin.....	1,177 01		
Midland Ry. of N. S.....	7 07		
Mcennac Mining Co.....	317 84		
Minudie Coal Co.....	2,592 70		
Missouri Pacific Ry.....	51 08		
Minn., St. Paul and S. S. Marie Ry.....	8 30		
Missouri, Kansas and Texas Ry.....	2 61		
Maritime Coal Ry. and Power Co.....	0 01		
Musgrave and Co.....	9 72		
Mathie Ellis Co.....	26 28		
Maritime Engineering Co.....	2 40		
Missouri River Desp. Trans. Co.....	2 34		
Morris Co. Refrigerator Line.....	3 38		

By Advance: —
W. L. Crighton.....

0 200 20

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No. 9.—INTERCOLONIAL RAILWAY—Continued.
GENERAL BALANCE, 9 MONTHS ENDED MARCH 31, 1907—Continued.

Dr.	Cr.	%	cts.	%	cts.
H. J. McManus.....		56	00		
A. R. McDonald.....		2	76		
J. J. McLeod.....		644	16		
G. McDougall & Co.....		1,466	00		
McPhee Automatic Signal Co.		46	30		
E. D. McGrath.....		11	40		
New Brunswick Coal and Ry. Co....		43,306	12		
New York Central and Hudson River Ry.....		381	45		
National Despatch Line.....		281	58		
Newfoundland Ry.....		1,716	56		
New York, New Haven and H. Ry.....		66	83		
North American Trans. Co.		2,347	33		
New York, Chicago and St. Louis Ry.....		10	85		
Nova Scotia Steel and Coal Co.....		2,988	67		
New Brunswick and P. E. Island Ry.....		2,995	79		
Northern Pacific Ry.....		3	14		
Captain Newcombe.....		83	98		
J. Norris & Co.....		22	22		
Nash's Creek Station.....		6	25		
New Glasgow Station.....		633	90		
New Castle Station.....		102	75		
Nappan Station.....		40	00		
Nicolet Station.....		39	53		
Nauwigewauk Station.....		3	00		
National Labour Congress.....		446	40		
Post Office Dept.....		3,962	86		
Prince Edward Island Ry.....		680	82		
Pictou Station Labour.....		200	00		
Pullman Co.....		8	67		
Pennsylvania Ry.....		105	49		
Price Bros.....		1,336	02		
Purcell and Fallon.....		11,672	77		
Pitts., Cin., Chicago and St. Louis Ry.....		14	37		
Pennsylvania Co.....		53	93		
Pere Marquette Ry.....		28	18		
Philadelphia and Reading Ry.....		3	83		
H. M. Price & Co.....		305	43		
Phoenix Bridge Co.....		9	77		
C. N. Poulion.....		352	20		
Pickford and Black.....		163	16		
Polson Iron Works.....		273	25		
D. Pottinger.....		7	45		
Peoria and Eastern Ry.....		9	75		

Quebec Central Ry.....	4,453	55
Quebec Southern Ry. (New Acct.)	2,537	76
" " (Old Acct.)	27,144	93
Rhodes Curry & Co	2,971	91
Rome, Watertown and Ogdensburg Ry.....	7	61
Rutland Ry.....	19	38
Rathbun Co.....	1	50
William Roche	91	22
Chas. D. Roddick	130	00
Royal Visit	9,264	25
Ryan & McDonnell	3,736	29
Rockingham Station.....	27	47
Red Pine Station.....	20	00
River du Loup ticket station.....	16	00
" freight "	136	82
Remittance destroyed	788	81
J. Richards & Son	116	24
Wallace Ross	33	70
T. Richard	1,500	00
P. A. Ronnan & Co.....	0	50
Red Cross S.S. Line.....	5	87
S.S. <i>Madoc</i>	268	14
Swift Refrigerator Line	30	74
Steamer <i>Pashoda</i>	18	50
Standard Car Truck Co	465	30
St. Hyacinthe Station.....	8,879	05
S.S. <i>Verda</i>	50	78
S.S. <i>Lake Ontario</i>	17	04
St. Francois Bridge Co	49	59
Shediac Station	34	70
Sackville Station.....	10	17
St. John Station	3,096	46
St. Alexandre Station	25	90
St. Louise Station	0	66
Sydney Cement Co.	898	55
Springhill and Parisboro Ry.	3,161	99
St. Arsene Station	107	12
St. Luce Station	80	00
Schooner <i>Mary Jane</i>	71	30
R. A. & J. Stewart	41	39
St. John Street Ry.	31	00
St. Anaclet Station	11	00
Salisbury and Harvey Ry	138	81
Southern Ry	0	71
Shedden Co.....	1	75
St. Lawrence and Adirondack Ry.....	19	17
St. Louis and San Francisco.....	1	16
St. Louis, Iron Mountain and So. Ry	19	23
San Pedro, Los Angeles and Salt Lake Ry	16	00
St. Louis South Western Ry	9	82

7-8 EDWARD VII., A. 1908

No. 9.—INTERCOLONIAL RAILWAY—Continued.
GENERAL BALANCE, 9 MONTHS ENDED MARCH 31, 1907—Continued

Dr.	\$	cts.	Cr.	\$	cts.
V. J. Sullivan.....	10	00			
Tenniscouata Ry.....	193	52			
Texas, Pacific Ry.....	1	61			
Tobique Valley Ry.....	2,739	25			
Trois Pistoles Pulp and Paper Co.....	73	82			
Trois Pistoles Station.....	97	37			
Town of Dartmouth.....	32,000	00			
F. Tapley.....	10	00			
Town of Truro.....	300	00			
Town of Nicolet.....	83	35			
Toledo, Peoria and Western Ry.....	0	35			
Vandalia Line.....	9	75			
Uncurrent and failed bank notes.....	82	20			
Valley Station.....	6	65			
Union Bearing Co.....	928	18			
Vicksburg Southern and Pacific Ry.....	0	63			
Union Pacific Ry.....	1	23			
Wabash Ry.....	206	81			
Washburn Co.....	48	00			
Western Union Telegraph Co.....	295	52			
A. N. Whitman & Son.....	150	00			
Wentworth Station.....	33	24			
Western Counties Ry.—General.....	15,957	92			
" " Traffic.....	55	00			
Welford Station.....	473	68			
E. A. Wallberg.....	21	75			
J. D. Walker.....	3	50			
Western Maryland Ry.....	0	77			
Wisconsin Central Ry.....	8,305	13			
York and Carleton Ry.....				134,451	83
To Individuals and Companies Ledger, Suspense Accts.....					
I. C. Ry. Employees' Relief and Insurance Association.....	0	37			
Dominion Bridge Co.....	0	30			
Halifax and Southwestern Ry.....	128	19			
Dominion Atlantic Ry.....	41	88			
Windsor Branch Ry.....	2	18			
E. A. Wallberg.....	1	10			
Canadian Pacific Ry.....	47	89			
				221	91

Traffic Ledger—

H. & A. Allan.....	2,691 72
Allan Bros. & Co.....	1,648 12
SS. <i>Acadia</i>	1 60
Acadia Coal Co.....	45 72
To Beaver Line Steamers.....	1,156 13
Boston, Halifax and P. E. Island SS. Co.	29 23
Canada Atlantic and Plant SS. Co.....	218 79
Cape Breton Ry.....	9 30
Charlottetown Steam Nav. Co.....	91 76
Canada Coals and Ry. Co.....	2,434 52
Delaware, Lack. and Western Ry.....	6 79
Dominion S. S. Co.....	56 08
Dept. of Marine and Fisheries.....	1 89
Dominion Atlantic Ry.....	6,079 43
Exchange account.....	461 69
Grand Trunk Ry.....	42,963 87
Great Northern Ry. of Canada.....	124 74
Hatheway Line.....	11 10
Interprovincial Navigation Co.....	46 30
Intercolonial Coal Mining Co.....	1,423 71
Imperial Coal Co.....	124 54
Kingston and Pembroke Ry.....	4 38
William Miller.....	258 43
R. C. W. McQuaig.....	522 78
National Lines of Mexico.....	7 85
Pere Marquette Ry.....	1 58
Pittsburg and Lake Erie Ry.....	1 06
Salvation Army.....	19 67
St. Lawrence Steamboat Co.....	255 33
Tenniscouata Ry.....	255 65
World Travel Co.....	51 30

To Car Service Ledger:

Atlanta and Birmingham Air Line.....	1 00
Addyston and Ohio River Ry.....	1 95
Atlanta and West Point Ry.....	2 70
Boston and Maine Ry.....	2 00
Bessemer and Lake Erie Ry.....	0 10
Chicago, Indiana and Southern Ry.....	23 60
Colorado and Southern Ry.....	6 50
Cleveland, Cinn., Chic. and St. Louis Ry.....	4 41
Cincinnati, New Orleans and T. P. Ry.....	1 00
Chicago, Indiana and Eastern Ry.....	1 60
Canadian Northern Ry.....	110 20
Cincinnati, Hamilton and Dayton Ry.....	0 20
Dominion Tar and Chemical Co.....	154 00
Dublin and Southwestern Ry.....	0 75
Erie Ry.....	0 75
Fonda, Johnston and G. Ry.....	0 50

61,004 56

7-8 EDWARD VII., A. 1908

No. 9.—INTERCOLONIAL RAILWAY—Continued.
GENERAL BALANCE, 9 MONTHS ENDED MARCH 31, 1907—Continued.

Dr.	\$	cts.	Cr.	\$	cts.
Genessee and Wyoming Ry		4 00			
Great Northern Ry. Line		7 75			
Green Bay and Western Ry.		2 00			
Indiana Harbor Ry		2 00			
Lehigh and New England Ry		0 20			
Mohassuck Valley Ry.		8 25			
Mobile and Ohio Ry.		36 25			
Mississippi River and Bonne Terre Ry.		2 00			
Missouri Coal Belt Ry.		0 50			
Marquette and Southeastern Ry.		1 75			
New York and Pennsylvania Ry		2 50			
Nashville, Chatt. and St. Louis Ry.		44 00			
New York, Phil. and Norfolk Ry.		4 75			
New Orleans and Northeastern Ry.		20 75			
Ohio Central Lines.		2 50			
Pere Marquette Ry.		1 00			
Portland and Rumford Falls Ry.		57 05			
Quebec and Lake St. John Ry.		4 40			
South Manchester Ry.		0 60			
Southern Ry		2 50			
Toledo and Western Ry.		1 40			
Toledo Ry. and Terminal Co.		9 35			
Tonapah and Goldfield Ry.		1 25			
Washington County Ry.		12 50			
Williamsport and North Branch Ry.		0 25			
Advances :				540 76	
W. J. Hughes	30 50				
J. W. C. McConnell	50 00				
Geo. Skeffington.	25 55				
A. Galipeault.	50 00				
				156 05	
				2,103,788 16	
					2,103,788 16

E. & O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller.

SESSIONAL PAPER No. 20

No. 10.—INTERCOLONIAL RAILWAY.

STATEMENT of Averages for nine months ending March 31, 1907.

Mileage of railway.....	1,448.62
Engine mileage.....	6,810,418
Total train mileage.....	5,069,575
Total car mileage.....	61,236,603
Ratio of earnings to gross earnings : —	Per cent.
Passenger.....	31.25
Freight.....	64.54
Mail and express.....	3.76
Miscellaneous.....	.45
Gross earnings per mile of railway.	Dollars 4,313.29
" engine mile railway.....	Cents 91.75
" train mile.....	Dollars 1.23
" car mile.....	Cents 10.20
Ratio of expenses to gross earnings :—	Per cent.
Maintenance of ways and structures.....	17.80
Maintenance of equipment.....	18.89
Conducting transportation.....	55.78
General expenses.....	2.36
Rental of leased lines.....	1.68
<i>Details of Expenses per Train milages.</i>	
Maintenance of ways and structures :—	
No. 1. Repairs of roadway.....	Cents 14.29
2. Renewals of rails.....	" .75
3. Renewal of ties.....	" 2.92
4. Repairs and renewal of bridges and culverts.....	" 1.24
5. Repairs and renewal of fences, road crossings, &c.....	" .43
6. Repairs and renewals of buildings and fixtures.....	" 1.98
7. Repairs and renewals of docks and wharfs.....	" .24
8. Repairs and renewals of telegraph.....	" .02
9. Stationery and printing.....	" .06
10. Other expenses.....	" .07
11. Re superintendence.....	" 1.31
12. Repairs and renewals of locomotives.....	" 9.39
13. Repairs and renewals of passenger cars.....	" 3.29
14. " " freight cars.....	" 6.46
15. " " work cars.....	" .27
16. " " marine equipment.....	" .17
17. " " shop, machinery and tools.....	" 1.12
18. Stationery and printing.....	" .16
19. Other expenses.....	" 1.10
Conducting transportation :—	
No. 20. Superintendence.....	" 1.67
21. Engine and roundhousemen.....	" 11.92
22. Fuel for locomotives.....	" 22.55
23. Water supply for locomotives.....	" .94
24. Oil, tallow and waste for locomotives.....	" .83
25. Other supplies for locomotives.....	" .19
26. Train service.....	" 9.94
27. Train supplies and expenses ..	" 2.56
28. Switchmen, flagmen and watchmen.....	" 3.28
29. Telegraph expenses.....	" 2.55
30. Station service.....	" 8.39
31. Station supplies.....	" 1.55
33. Car per diem and mileage balance (credit).....	" 3.03
34. Hire of equipment-balance.....	" .18
35. Loss and damage.....	" 1.66
36. Injuries to persons. ..	" .05
37. Clearing wrecks ..	" .31
38. Operating marine equipment.....	" .60
39. Advertising.....	" .62
40. Outside agencies.....	" .87
42. Stock yards and elevators.....	" .10
43. Rents for tracks, yards and terminals (credit).....	" .22
44. Rents of buildings and other properties.....	" .03

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STATEMENT of Averages for nine months ending March 31, 1907—*Concluded.*

<i>Details of Expenses per Train Mileages—Concluded.</i>		
Conducting transportation :—		
No. 45. Stationery and printing.....	Cents	1 66
46. Other expenses	"	51
47. Salaries of general officers.	"	22
48. Salaries of clerks and attendants.....	"	1 15
49. General office expenses and supplies	"	30
50. Insurance.....	"	16
51. Law expenses	"	32
52. Stationery and printing (general offices).....	"	24
53. Other expenses.....	"	52
Expenses per mile of railway :—		
Maintenance of ways and structure.....	Dollars	767 65
Maintenance of equipment	"	814 93
Conducting transportation.....	"	2,405 89
General expenses.....	"	101 85
Rental of leased lines.	"	72 48
Expenses per train mile :—		
Maintenance of way and structure.....	Cents	21 94
Maintenance of equipment.....	"	23 29
Conducting transportation.....	"	68 75
General expenses	"	2 91
Rental of leased lines.....	"	2 07
		118 96

E. & O. E.
 MONCTON, N.B.

S. L. SHANNON,
Comptroller.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE GENERAL MANAGER,
 MONCTON, N.B., July 8, 1907.

M. J. BUTLER, Esq., C.E.,
 Deputy Minister and Chief Engineer,
 Department of Railways and Canals,
 Ottawa, Ont.

DEAR MR BUTLER,—Herewith I send you the following statements in connection with the transactions of the last fiscal year :—

Statement of receipts.
 Passenger statement.
 Freight statement.
 Descriptive statement of freight transported.
 Comparative statement of principal freight carried.
 Statement showing quantity of certain articles of freight carried.
 Statement of coal shipped.

The statement of ocean borne freight traffic and the statement of ocean borne passenger traffic will follow in the course of a few days.

Yours very truly,

D. POTTINGER.

INTERCOLONIAL RAILWAY.
STATEMENT OF RECEIPTS.

Months.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
1906.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July.....	293,790 24	433,971 79	32,616 36	760,378 39
August. . .	320,876 32	455,258 03	28,013 55	804,147 90
September . . .	296,864 95	436,981 87	29,050 01	762,896 83
October. . .	232,419 78	499,401 26	30,436 83	762,257 87
November . . .	171,014 43	489,697 97	30,741 42	691,453 82
December . . .	178,437 97	452,639 89	30,101 10	661,178 96
1907.				
January	154,881 00	415,671 30	28,819 00	599,371 30
February	125,025 02	357,384 03	25,673 57	508,082 62
March	179,129 17	491,738 86	27,765 28	698,543 31
1906-7.....	1,952,438 88	4,032,745 00	263,127 12	6,248,311 00
1905-6.....	1,707,723 02	3,634,443 77	243,988 42	5,586,155 21

J. R. BRUCE,
Traffic Auditor.

S. L. SHANNON,
Comptroller and Treasurer.

INTERCOLONIAL RAILWAY.
PASSENGER STATEMENT.

Months.	LOCAL.		THROUGH.		TOTAL.	
	Number.	Mileage.	Number.	Mileage.	Number.	Mileage.
1906.						
July.....	279,823	13,015,750	28,479	4,461,274	308,302	17,476,844
August	288,371	12,215,523	33,666	5,876,587	322,037	18,092,110
September.....	268,409	12,775,683	28,367	4,950,991	296,776	17,726,674
October	201,757	8,770,717	27,617	4,293,425	229,374	13,064,142
November.....	173,724	5,833,231	17,253	3,026,539	190,977	8,859,770
December.....	188,716	7,219,203	17,611	3,550,368	206,327	10,769,571
1907.						
January	153,578	5,164,281	15,066	3,142,428	168,644	8,306,709
February	131,338	4,235,801	8,253	2,329,724	139,591	6,565,525
March.....	167,410	5,590,820	15,409	5,424,021	182,819	11,014,841
1906-7.....	1,853,126	74,820,829	191,721	37,055,357	2,044,847	111,876,186
1905-6.....	1,911,106	69,450,692	184,453	30,727,240	2,095,559	100,177,932

J. R. BRUCE,
Traffic Auditor.

S. L. SHANNON,
Comptroller and Treasurer.

INTERCOLONIAL RAILWAY.
FREIGHT STATEMENT.

Months.	LOCAL.		THROUGH.		TOTAL.	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1906.						
July.....	220,581	38,282,143	65,992	30,443,404	286,573	68,725,547
August.....	216,824	41,293,164	68,754	33,809,089	285,578	75,102,253
September.....	211,551	37,014,578	67,725	33,152,123	279,276	70,166,701
October.....	242,258	39,933,903	74,438	40,420,172	316,696	80,354,075
November.....	243,748	38,515,269	78,532	42,705,679	322,280	81,220,948
December.....	215,827	42,689,449	74,495	42,317,169	290,322	85,006,618
1907.						
January.....	238,017	48,420,149	41,179	23,024,796	279,196	71,444,945
February.....	179,313	36,187,705	52,986	27,203,410	232,299	63,391,115
March.....	228,750	44,239,649	85,103	43,563,389	313,853	87,803,038
1906-7.....	1,996,869	366,576,009	609,204	316,639,231	2,606,073	683,215,240
1905-6.....	1,747,631	332,276,715	540,342	285,279,193	2,287,973	617,555,908

J. R. BRUCE,
Traffic Auditor.

S. L. SHANNON,
Comptroller and Treasurer.

INTERCOLONIAL RAILWAY.

DESCRIPTIVE Statement of Freight Transported during the Nine Months ended
March 31, 1907.

	Number.	Tons.
Barrels flour.....	1,531,140	153,114
Bushels grain.....	2,231,864	49,160
Live stock.....	97,381	15,815
Sup. feet lumber.....	452,602,703	627,743
Fuel.....		703,043
Manufactured goods.....		658,850
All other articles.....		398,348
Total.....		2,606,073

J. R. BRUCE,
Traffic Auditor.

S. L. SHANNON,
Comptroller and Treasurer.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT OF PRINCIPAL FREIGHT CARRIED OVER THE
INTERCOLONIAL RAILWAY.

Description.	Nine Months ended June 30, 1906.		Nine Months ended March 31, 1907.	
	Quantity.	Tons.	Quantity.	Tons.
<i>Live Stock.</i>				
Calves..... No.	1,470	196	1,523	203
Horses..... "	5,658	4,068	4,805	4,120
Cattle..... "	13,023	6,657	13,359	7,125
Pigs..... "	2,347	294	2,491	302
Sheep..... "	72,435	3,915	75,203	4,065
<i>Products of the Forest.</i>				
Lumber..... Sup. ft.	201,423,640	250,655	260,048,360	330,640
Logs..... "	7,173,651	11,685	7,457,350	12,425
Timber, ship.....		3,389		3,620
Pulpwood.....		151,647		163,623
Pit props.....		20,617		21,617
Telegraph poles.....		2,479		3,122
Railway sleepers.....		28,483		29,496
Tan bark..... Cords.	12,010	12,639	12,830	13,102
Firewood..... "	38,241	66,303	38,510	67,563
Shingles..... M.	437,819	51,318	468,077	52,593
Clapboards, laths, pillings..... "	30,425	9,347	33,942	10,607
Hemlock extract..... Brl.	4,676	1,161	5,512	1,382
<i>Mineral Products.</i>				
Coal.....		483,286		*635,480
Ore.....		50,023		51,607
Stone.....		99,159		106,840
Lime and cement.....		24,017		25,258
Brick.....		24,197		24,982
Sand.....		11,708		12,642
Iron, copper, bolts, scrap, castings.....		277,580		281,891
<i>Agricultural Products.</i>				
Flour..... Brl.	1,171,690	117,169	1,220,350	122,035
Grain..... "	2,270,400	49,519	2,231,864	49,160
Other mill products.....		28,449		31,079
Potatoes.....		19,045		14,268
All other vegetables.....		4,444		4,360
Butter and cheese.....		9,002		9,240
Eggs.....		1,753		1,886
Hay and straw.....		48,255		32,175
Apples.....		6,313		6,412
<i>Products of Fisheries.</i>				
Fish, salt.....		7,556		9,010
" fresh.....		7,948		9,502
" dried.....		2,422		2,466
" canned.....		2,859		3,650
Oysters..... Brl.		1,566		1,352
Clams..... "		2,118		3,650

*Includes coal shipped for use of Intercolonial Railway, since October, 1906, the charges on which are included in earnings. Previous to October, 1906, coal for use of Intercolonial Railway was carried as railway freight without charges.

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INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT OF PRINCIPAL FREIGHT, &c.—*Continued.*

Description.	Nine Months ended June 30, 1906.		Nine Months ended March 31, 1907.	
	Quantity.	Tons.	Quantity.	Tons.
<i>Miscellaneous.</i>				
Molasses		9,067		9,260
Sugar		37,180		41,092
Pork, salt		1,999		2,122
" fresh		2,334		2,486
Beef and other meats, salt		3,330		3,590
" " fresh		4,197		4,480
Hides and skins		4,553		4,893
Leather		6,942		7,223
All other articles		315,090		366,377
Total.		2,287,973		2,606,073

J. R. BRUCE,
Traffic Auditor.

INTERCOLONIAL RAILWAY.

STATEMENT showing quantities of undermentioned articles carried over the I. C. R.
during nine months ended March 31, 1907.

Articles.	Via St. John.	Via Ste. Rosalie.	Via Montreal.	To Local Stations.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.
Raw sugar, west bound	Nil.	Nil.	394	14,671	15,065
Refined sugar, west bound	2,374	1,998	5,898	13,927	24,197
European freight, west bound	228	1,124	10,602	23,794	35,748
" east bound	208	260	5,320	* 86,683	92,471
Grain for shipment, east bound	Nil.	Nil.	Nil.	Nil.	Nil.
Fresh fish	3,712	320	2,882	7,400	14,314
Salt "	416	307	3,156	6,348	10,227
Coal from mines	3,252	1,737	2,808	624,833	632,630

* Includes 65,104 tons deals.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY.

STATEMENT of coal shipped from mines over I.C.R. during nine month ending March 31, 1907.

From	FOR THE WEST.			For Local Stations.	Total.
	Via St. John.	Via Ste. Rosalie.	Via Montreal.		
	Tons.	Tons.	Tons.		
Albion.....				47,896	47,896
Stellarton.....	48	1,704	473	246,322	248,547
Westville.....				23,840	23,840
New Glasgow.....	3,204			61,167	64,371
Point Tupper.....			1,137	42,897	44,034
North Sydney.....			1,113	24,723	25,836
Sydney.....				5,770	5,770
Springhill Junction.....		33	85	86,242	86,360
Maccan.....				68,935	68,935
Norton.....				15,544	15,544
Adamsville.....				1,497	1,497
	3,252	1,737	2,808	624,833	632,630

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE SUPERINTENDENT OF MOTIVE POWER,
MONCTON, N.B., June 10, 1907.

SIR,—I have the honour to submit herewith the annual report of the operations of the motive power department for the nine months from July 1, 1906, to March 31, 1907.

I might add that the general condition of the rolling stock is good, with the exception of cars and locomotives condemned as shown in the attached report.

I am, sir,
Your obedient servant,
G. R. JOUGHINS,
Supt. of Motive Power, W.U.A.

Mr. D. POTTINGER,
General Manager, Government Railways,
Moncton, N.B.

INTERCOLONIAL RAILWAY.

OFFICE OF THE MECHANICAL ACCOUNTANT,
MONCTON, N.B., June 5, 1907.

SIR,—I beg to submit the following report of the operations of the mechanical department for the nine months ended March 31, 1907:—

A—Statement showing the number of locomotives and the various classes of cars.

B—Statement showing the mileage made and the coal, oil and waste consumed by locomotives.

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Also a summary of the principal work done in the locomotive and car shops at Moncton, and in the shops at Richmond and River du Loup.

During the year the following rolling stock was purchased on capital and on revenue accounts:—

On Capital—To increase the Equipment—

- 20 locomotives—consolidation type.
- 3 locomotives—switching.
- 115 Hopper cars—15 tons capacity.

On Revenue—To replace smaller type—

- 2 locomotives—switching.

The following cars were rebuilt in the shops at Moncton:—

- 9 box.
- 11 platform.
- 1 oil tank.
- 2 coal—20 tons.

50 platform cars were fitted with racks for carrying pulp wood.

211 60,000 lb. box cars were fitted with end doors for loading rails, making 579 cars in all fitted in the shops to the end of March.

The work of fitting side ladders to box cars was begun this year and 910 cars were fitted to the end of March.

The engine and boilers for three steam motor cars were begun in the Moncton shops and were well advanced at the end of March.

In consequence of the destruction of the car repair shops by fire at Moncton the work of repairing freight cars has been carried on with much difficulty as the work had to be done almost altogether out of doors.

Notwithstanding this the car repair work has been well kept up and the rolling stock generally has been maintained in efficient condition.

I have the honour to be, sir,

Your obedient servant,

J. J. WALKER,

Mechanical Accountant.

G. R. JOUGHINS, Esq.,
Superintendent of Motive Power,
Moncton, N.B.

INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Locomotives and the Various Classes of Cars on the Line on July 1, 1906, and March 31, 1907.

	Locomotives.		First Class Sleeping Cars.	Second Class Sleeping Cars.	Parlour Cars.	Dining Cars.	First Class Passenger Cars.	Second Class Passenger Cars.	Postal Smoking Cars.	Express and Baggage Cars.	Air Brake Instruction Cars.	Box Cars.	Refrigerator Cars.	Platform Cars.	Pulpwood Cars.	Oil Tank Cars.	Hopper Cars.	Coal Cars (Gondolas).	Coal Cars (20 ton).	Stock Cars.	Auxiliary and Tool Cars.	Convertible Dump Cars.	Vans.	Total Cars.	Snow Ploughs.	Wing Ploughs.	Ploughs.	Rotary Steam Ploughs.	Double Track Ploughs.	Total Ploughs and Planges.	Steam Trains.	Ballast Plough Cars.
On hand serviceable July 1, 1906.....	341	40	38	9	8	131	95	34	58	1	5,941	104	2,788	25	919	17	402	114	21	130	117	11,052	53	20	25	2	2	102	2	2	2	
Condemned July 1, 1906.....	6	1	2	1	1	6	2	2	2	1	55	5	42	1	80	1	9	9	9	9	9	2	218	1	1	1	1	1	1	1	1	
Total equipment July 1, 1906.....	347	41	40	9	9	137	97	36	60	1	5,996	109	2,830	25	999	17	471	123	21	130	119	11,270	53	20	25	2	2	102	2	2	2	
Received to March 31 on capital account.....	23												50	50			115															
Charged from platform to pulpwood.....																																
	370	41	40	9	9	137	97	36	60	1	5,996	109	2,780	50	25	1,111	17	471	123	21	130	119	11,385	53	20	25	2	2	102	2	2	2
Condemned July 1, 1906.....	6	1	2	1	1	6	2	2	2	1	55	5	42	1	80	1	9	9	9	9	9	2	218	1	1	1	1	1	1	1	1	
Condemned 9 months to March 31, 1907.....	2						2	1	1		48		35	1	45	1	4	4	4	4	4	6	144									
Replaced 9 months to March 31, 1907.....	8	1	2	1	1	6	4	3	3		103	5	77	1	125	1	13	9	9	9	9	8	302									
	2										9		11	1	1	1		2	2				23									
To be replaced.....	6	1	2	1	1	6	4	3	3		94	5	66		125	1	11	9	9	9	9	8	339									
Add serviceable and repairing.....	364	40	38	9	8	131	93	33	57	1	5,902	104	2,711	50	25	989	16	460	114	21	130	111	11,046	53	20	25	2	2	102	2	2	2
Total equipment March 31, 1907.....	370	41	40	9	9	137	97	36	60	1	5,996	109	2,780	50	25	1,111	17	471	123	21	130	119	11,385	53	20	25	2	2	102	2	2	2

J. J. WALKER,
Mechanical Accountant.

MONCTON, N.B., March 31, 1907.

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INTERCOLONIAL RAILWAY.

STATEMENT of Mileage, and Coal, Oil and Waste consumed by the Locomotives for Nine Months ending March 31, 1907.

MONTHS.	CONSUMPTION.						AVERAGE CONSUMPTION PER 100 MILES.			
	Locomotive Mileage.	Tons of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.	Pounds of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.	
1906.										
July	788,459	34,153	13,680	32,583	19,471	9,703	1·73	4·13	2·47	
August	799,849	35,037	13,384	33,572	17,061	9,812	1·67	4·20	2·13	
September.	700,230	32,384	11,523	28,781	18,251	10,359	1·65	4·11	2·61	
October ..	717,314	34,643	11,291	27,878	20,724	10,818	1·57	3·89	2·89	
November.....	695,910	34,793	11,449	27,255	19,264	11,199	1·65	3·92	2·77	
December..	721,137	39,610	12,891	29,143	18,398	12,304	1·79	4·04	2·55	
1907.										
January	728,712	41,988	12,803	29,007	19,841	12,907	1·76	3·98	2·72	
February.....	638,113	36,727	11,030	25,099	23,070	12,892	1·73	3·93	3·62	
March.....	763,711	42,773	12,030	29,320	18,385	12,545	1·58	3·84	2·41	
	6,553,465	332,108	110,090	262,638	174,465	11,352	1·68	4·01	2·66	

J. J. WALKER,
Mechanical Accountant.

MONCTON, N.B., March 31, 1907.

SESSIONAL PAPER No. 20

The following work was done in the shops at Moncton:—

Locomotive Shops—

- 79 locomotives received general, 17 heavy, 10 light and 15 specific repairs.
- 2 new boilers, 1 new fire box, 1 inside fire box and 2 new half side sheets were made.
- 60 fire boxes were patched and 31 received heavy repairs.
- 13 new smoke box doors and rings were made.
- 14 smoke boxes were repaired.
- 698 new tubes were put in locomotive boilers.
- 12,465 tubes were pieced and put in locomotive boilers.
- 113 boilers were tested.
- 73 new locomotive stacks were made and 20 repaired.
- 69 ash pans were repaired.
- 2 new ash pans were built.
- 24 front ends were made.
- 2 new locomotive steel cabs were made.
- 1 new steel tender was built and the capacity of 2 tenders was increased.
- 5 new steel tender frames were made and 53 received heavy repairs.
- 37 sterlingworth trucks were repaired.
- 18 new cylinders and half saddles were bored and machined.
- 9,400 stay bolts were put in fire boxes.
- 10 new wooden cabs were made.
- 119 wooden tenders were repaired.
- 6 wooden tender frames were made.
- 40 pilots were made and 35 were applied.
- 130 driving wheels were re-tired.
- 106 engine truck wheels were re-tired.
- 92 tender truck wheels were re-tired.
- 410 car wheels were re-tired.
- 614 driving tires were turned.
- 476 engine truck tires were turned.
- 302 tender truck tires were turned.
- 374 car tires were turned.
- 54 engine truck axles were turned and fitted.
- 48 tender truck axles were turned and fitted.
- 54 crank pins were made.
- 377,700 bolts were threaded.
- 5,393 studs were screwed.
- 116,072 nuts were tapped.
- 104 engines and tenders were painted.
- 3 tenders were painted separately.

Blacksmith Shop—

- 1,454,914 pounds iron forgings, including 414,128 bolts, were made.
- 295,693 pounds steel forgings were made.

Brass Foundry—

- 33,977 pounds brass castings were made.
- 14,162 pounds antimonial lead was made.
- 14,968 pounds babbitt metal was made.
- 736 sets metallic piston rod packing was made.
- 1,200 sets valve stem packing was made.
- 214,187 pounds brass bearings were made.

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Special work was done as follows:—

A large amount of work was done on store and shop orders for shops outside of Moncton and for other departments of the railway.

A large amount of work was done in repairing the plumbing at stations and dwelling houses along the line, and in connection with alterations to the general office building at Moncton.

Repairs were made to the ss. *Scotia* by men sent from Moncton shops.

150 rails were planed and drilled for the track department and a large amount of other work was done for that department.

4 engines were changed from Baldwin compound to simple cylinder.

All nettings on locomotives in the round houses along the line were examined and repaired.

20 water service boilers were tested.

1 new boiler was made for Halifax dredge and one for water service.

1 stationary boiler was repaired and tubed.

The following patterns were made and repaired :—

378 for iron malleable and steel castings.

90 for iron malleable and steel castings repaired.

440 for brass castings.

50 for brass castings repaired.

1 oil tank for saturating waste was made.

10 smoke jacks were built.

1 20-ft. smoke stack hood was made.

8 new coal buckets were made.

2 oil tanks on cars were repaired.

1 Buzz planer was repaired for the car shop.

6 planer vices were made.

The bulldozing machine was repaired.

1 hydraulic riveting machine was rebuilt.

The economizer and car shop boilers were thoroughly repaired and the car shop engine rebuilt.

1 new air hoist was made for Chaudière coal plant.

All the station stoves were overhauled and repaired from Moncton to St. Flavie, Moncton to St. John, Moncton to Sydney, Truro to Pictou, Truro to Halifax and over the branch lines.

The round-house and rest-house at Pirate harbour was fitted up with steam heating and plumbing.

A large number of locomotive and stationary boilers along the line were tested, reported on and repaired where required.

A large amount of work was done on the boilers and engines for the three steam motor cars being built in the shops.

In addition to the brass fixtures, mountings, &c., required for repairs and renewals at Moncton there was a large amount of brass turning and fitting done for outside shops and for other departments of the railway.

A boiler was fitted up and placed in the Pictou round-house for supplying heat and power.

The following new machines were received and set up :—

Brass moulding shop—

1 magnetic separator.

Brass turning shop—

1 metal saw.

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Blacksmith shop—

- 1 Champion hammer.
- 2 new bolt furnaces.
- 1 3-inch acme bolt header.

Turning shop—

- 1 new shaper.
- 1 boring machine.
- 1 small planer.
- 1 nut facing machine.
- 6 lathes.
- 1 drilling machine.
- 1 centering machine.
- 1 small nut tapper.
- 1 large nut tapper.
- 1 large screwing machine.
- 2 small screwing machines.

Motion shop—

- 2 new lathes.
- 1 centering machine
- 1 drilling machine.

Car shops—

The following cars were rebuilt to replace a similar number condemned :—

9 box, 2 gondolas, 11 platform, 1 tank.

The following rolling stock received heavy repairs :—

1 official, 6 parlor, 15 sleeping, 55 first-class, 54 second-class 15 postal, 28 baggage, 196 freight, 1 refrigerator, 7 wing ploughs, 20 vans, 1 auxiliary, 4 flangers, 1 tool car, 2 gondolas.

The following rolling stock received light repairs :—

5 parlour, 1 dining, 14 sleeping, 53 first-class, 39 second-class, 22 postal, 24 baggage, 22 vans, 5,449 freight, 2 wing snow ploughs, 2 common snow ploughs, 1 flanger.

The following rolling stock received medium repairs :—

1 baggage, 3 refrigerator, 4 vans.

The following cars were scraped, filled and varnished :—

1 sleeping, 1 first-class, 1 colonist.

The following cars were painted and varnished :—

13 first-class, 13 second-class, 3 postal, 3 baggage, 13 vans.

The following cars were cleaned and varnished :—

48 first-class, 32 second-class, 5 dining, 13 colonist, 17 baggage, 11 postal, 6 parlor, 12 sleeping.

The following cars were painted :—

140 box, 2 auxiliary, 18 gondolas, 17 vans, 132 platform, 9 tank, 3 boxed flangers, 6 hoppers, 6 snow ploughs and 6 box car bodies for rest-houses were also painted.

In addition to the regular work of the shops special work was done as follows :—

177 freight cars and 2 snow ploughs were fitted with air brakes.

97 freight cars were fitted with M.C.B. couplers.

107 wooden freight car trucks were made and applied.

106 new sides were put in freight cars.

3,040 new chilled wheels were pressed on axles.

1,914 second-hand chilled wheels were pressed on axles.

134 new steel wheels were pressed on axles.

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368 second-hand steel wheels were pressed on axles.

1,311 steel wheels were turned.

6,904 wheels were taken off axles.

736 new axles were turned.

2,907 second-hand axles were turned.

1,950 side ladders were made for box cars.

50 pulp wood cars were racked and painted.

Material was got out for 211 end doors for box cars and was shipped to Sydney to be fitted to the cars at that place.

19 pulleys were made and set up.

Numerous articles were made and repaired for this department at Moncton and for outside shops, and a great deal of work was done for other departments of the railway on store orders, consisting in part of the following:—Desk stools, stands, shop trucks, car wheel sleds, stock sleds, drafting boards, benches for staging, baggage sleds, work benches, sleds and ladders for fire department, cloak rooms, tool benches, brake beams, train safes, outfit boxes, window frames, cushions, mattresses, carts, baggage trucks, office cases, correspondence cases, cabinets, file cases, hand-car wheels, foot boards, wood pumps, cases for advertising department, tool boxes, step ladders, sashes, doors, elevator spouts, sign boards, desks, chairs, stretchers and cross arms.

In addition to the lumber prepared for repairs, &c., there was 403,277 feet milled on store orders.

Four box car tops were fitted up as rest houses, equipped with plumbing and upholstering, and shipped to the following stations:—Chaudiere, 2; Newcastle, 1; and Point Tupper, 1.

The following new machines were received and set up:—1 double cut-off saw, 1 planer, 1 grinder, 1 saw grinder.

Water Service.—This service has been maintained in efficient condition over the whole line.

The following work was done in the shops at Richmond:—12 locomotives received heavy, 2 medium, and *9 specific repairs, 12 fire boxes were patched, 9 boilers were re-tubed; 27 boilers were tested; 12 sets driving tires were turned off; 70 engine truck tires were turned off, 674 tender and car truck tires were turned off, 2 new engine truck wheels were applied; 23 new tender truck wheels were applied; 1 half side sheet sand 3 pilots were made and applied; 13 engines and tenders were painted; 12,050 bolts were forged; 38,680 bolts were screwed; 2,180 studs were screwed; 1,069 passenger and 3,980 freight cars were turned out of the shops repaired during the year and a great deal of work was done for the maintenance and traffic departments of this railway.

The offices at deep water terminus were fitted with steam heating from the grain elevator boilers.

The following new machines were received and set up in the shops:—1 36-inch standard engine lathe; 1 24-inch standard back-geared crank shaper; 1 36-inch up-right drill press; 1 18-inch high speed lathe; 1 16-inch lathe.

The following work was done in the shops at River du Loup:—

15 locomotives received general, 3 medium and 12 specific repairs; 8 fire boxes were patched, 9 boilers were retubed, 43 boilers were tested, 128 driving tires were turned off, 74 engine truck tires were turned off, 212 tender truck tires were turned off, 15 engine truck wheels were re-tired, 10 tender truck wheels were re-tired, 1 new driving wheel was applied, 2 new engine truck wheels were applied, 1 main rod, 2 cabs, 21 pilots and 6 tender frames were made and put in service. 17 engines and tenders were painted, 5,057 bolts were forged, 22,652 bolts were screwed, 1,820 studs were screwed.

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Light repairs were made to a number of freight and passenger cars during the year and a large amount of work was done for the Maintenance and Traffic Department of this railway.

The five coal cranes received heavy repairs.

The following new machines were received and set up in the shops :—

1 36-inch standard engine lathe, 1 24-inch standard back geared crank shaper, 1 18-inch slotting machine, 1 36-inch upright drill press, 1 20-inch single belt high speed lathe, 1 18-inch brass finishing lathe, 1 24-inch drill press.

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RETURN of Accidents and Casualties which have occurred in Canada on the

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1906.							
July 1..	1.55						Campbellton.....
" 6..	11.45	26	Express....	A. Coates, foreman shunter..	Wm. Furze.....	86	St. John.....
" 9..	10.30	83	"	Martin Daley.	A. H. Fryers.....	62	Moncton.
" 10..	21.10	132	"	E. W. Hennessy.....	A. McGrath.....	27	Waverly.....
" 8..	11.31		Shunter....		E. Roy.....	301	Chaudière Junction....
" 10 .	24.05	37	Express....	J. Card.....	D. McQuarrie.....	289	Richards Crossing....
" 14..	7.15	33	"	A. McLellan.....	G. Anderson.....	337	Nigadoo.....
" 16..	6.45		Work train	C. Audet.....	E. Thomas.....	308	Salmon Lake.....
" 16..	10.08	201	Express....	C. J. Rhodes.....	R. McDonald.....	164	Londonderry.....
" 20..	18.20	138	"	H. G. Thompson.....	J. J. Irvine.....	17	St. John.....
" 23..	7K						Truro.....
" 24..	21.11	9	Express....	Geo. A. Chesley.....	C. Saunders.....	147	Windsor Jct.....
" 23..	9.30	16	"	Thos. Coffey.....	W. Carson.....	342	Roberts Crossing.....
Aug. 1..	23.25		Shunter....	W. A. Warman.....	T. McBeath.....	328	Derby Jct.....
" 3..	9K		"	D. S. Halliday.....	H. Cummings.....	287	Stellarton.....
" 9..	2.15	75	Freight....	T. Levesque.....	Geo. Begin.....	125	Montreal.....
" 11..	21K		Shunter....		J. Quinn.....	176	Rivière du Loup.....
" 15..							Lévis.....
" 16..	13.47	4	Express....	H. B. Gordon.....	F. Probert.....	58	Moncton.....
" 18..	13.55		Special....	R. Doyle.....	J. Kelly.....	145	Londonderry.....
" 18..	9K		"	N. Hetu.....	E. Roy.....	91	Pt. Lévis.....
" 22..	9.47	45	Express....	T. Dumond.....	F. Cloutier.....	93	Lévis.....
" 22..	18.20	152	"	J. Wilson.....	O. Gagnon.....	1	Trois Pistoles.....
" 22..	15.35	34	"	John Berry.....	J. Clarke.....	334	Windsor Jct.....
" 24..	7.35	152	"	M. Marchessault.....	Geo. Findlay.....	200	Point St. Charles.....
" 25..	24.10	Spl.	Freight....	N. Serois.....	P. Guay.....	300	Montmagny.....
" 31..	14.10	147	"	V. Roy.....	J. Dussault.....	183	St. Perpetue.....
Sept. 1..	8.25	39	"	D. Sweeney.....	A. Russell.....	305	Gloucester Jct.....
" 3..	6.45	78	"	J. F. Kelly.....	J. S. Campbell.....	66	Trenton.....
" 3..	22.20				C. P. R.	57	St. John.....
" 4..	8.20	150	Express....	L. Proulx.....	J. Quinn.....	74	St. Charles Jct.....
" 11..	20.30	134	"	W. H. Wilbur.....	W. J. Coffey.....	239	Penobsquis.....
" 14..							Richmond.....
" 21..	23.30	85	Express....	Jas. Craigie.....	A. McLeod.....	153	Iona.....
" 24..	15.25	Spl.	Freight....	R. W. Achard.....	O. Gilker.....	297	Sayabec.....
" 29..	19K	84	Express....	E. Thompson.....	J. Brownell.....	62	Memramcook.....

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RAILWAY.

line of the Intercolonial Railway during the year ended June 30, 1906.

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
Paul Allard.....	Employee.....	While icing car No. 9582 fell from top of car.....	Both ankles injured..	
Albert Coates.....	"	While coupling cars.....	Fingers smashed....	
Anthony Landry.....	Neither.....	Walking on track and was struck by train.	Seriously injured. . .	
George Bainsfield.....	Passenger.....	Fell off moving train.....	Badly shaken up and scalp wound.	
J. H. Lawlor.....	Employee.....	While uncoupling moving cars fell between cars.	Fatal.....	Accidental.
Wm. F. Dobson.....	Neither.....	Struck by train while crossing over track in team.	Leg broken.....	
M. Ahern.....	Employee.....	Train struck hand car on which he was standing.....	Not serious.....	
C. Audet.....	"	Cars parted and then came together, throwing him against stove.	Head badly injured .	
J. Mason.....	"	Tried to get shovel which had been left on track, it was struck and thrown against him.	Arm broken.....	
Frank S. Rogers.	Passenger.....	Arm out of open window and was struck by something.	Arm broken in two places.	
M. A. McLean.....	Neither.....	Horse shied at cars near crossing and struck telegraph pole, man thrown out of carriage.	Not serious.....	
H. Bowers.....	"	Stealing a ride and fell off front of baggage car.	Badly cut about the head..	
S. Waugh.....	"	Struck by train while driving over public crossing.	Fatal.....	Accidental.
R. Howard.....	Employee.....	While shunting he slipped.....	Knee sprained.....	
W. J. Beniot.....	"	Fell off cars and was run over....	Fatal.....	No inquest.
P. Sirois.....	"	{ Collision with cars foul of } main line, engine and four } cars left track.	Slight injuries.....	
E. Barras.....				
Geo. Begin.....				
C. Thibault.....	Neither.....	Attempted to cross in front of engine.	One leg taken off. . .	
Honore Leberge.....	Neither.....	Found on track with arms and legs cut off.	Fatal.....	Found dead.
Patrick LeBlanc.....	Passenger.....	Fell off moving train.....	Left foot quite badly cut.	
Wm. Layton.....	Employee.....	Slipped while stepping off pilot of engine, foot run over.	Left foot badly injured.	
P. Boulanger.....	"	Fell between cars.....	Slight injuries.....	
Simon Viger.....	Neither	Struck by train while walking close to track.	Slight injuries.....	
Emile Rioux (boy)....	"	Walking on track.....	Fatal.....	Accidental.
Hugh McCaskill.....	Employee.....	On track and was struck by train..	Badly injured.....	
Alph. Guilmet.....	Neither.....	Walking close to track, struck by train.	Slightly injured... .	
P. Michaud.....	Employee.....	Collision with engine No. 98.....	Slightly injured.	
Fred. L'Hebreux.....	"	While shunting.....	Head slightly injured.	
Josh. Ambert.....	"			
Leon Godin.....	"	While shunting slipped and fell ..	Shoulder dislocated.	
P. Gosbey.....	"	Foot caught while coupling.....	Foot badly hurt....	
James Ruhlin.....	Neither.....	While lying on the track intoxicated, arm run over and other injuries.	Fatal.....	No inquest.
J. Quinn.....	Employee.....	Collision with freight train No. 50.	Fatal.....	Accidental.
Mrs. J. W. Colpitts....	Passenger.....	Jumped off train while in motion.	Rather seriously injured.	
Chas. Farrell.....	Neither.....	Supposed to have committed suicide by allowing train to run over him.	Fatal.....	No inquest.
A. McLeod.....	Employee.....	Train left track at switch.....	Badly scalded.....	
E. Dupont	"	While coupling cars.....	Fingers jammed....	
Wm. Belliveau (boy)..	Neither.....	Driving over public crossing and was struck by train.	Fatal.....	No inquest.

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STATEMENT of Accidents and Casualties which have occurred in Canada on the

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1906.							
Oct. 6.	11.00	Sub.	"	A. Bonneau.....	A. Halle.....	174	Pt. Lévis.....
" 8.	19.30	72	Mixed.....	E. L. Watts.....	F. G. Scott.....	114	Dalhousie Jct.....
" 9.	10.00	Spl.	Freight....	B. Sears.....	J. King.....	305	Gloucester Jct.....
" 10.	9.30	201	Express....	J. A. Gillespie.....	R. McDonald.....	164	Oil Siding, near Truro.
" 13.	17.25	Spl.	Freight....	C. A. Whooten.....	W. H. McKinnon.....	146	Wallace, N.S.
" 19.	23.25	"	"	E. Morin.....	F. Goddard.....	206	St. Leonard.....
" 20.	6.36	6	"	H. B. Gordon.....	F. Probert.....	241	St. John.....
" 23.	17.34	33	Express....	A. Lagace.....	L. Dutil.....	46	Ste. Rosalie.....
" 24.	18.10	Spl.	Freight....	L. Begin.....	A. Roberge.....	172	Laurier.....
" 26.							Spring Hill Jct.....
" 30.	11.15				J. Guay.....	196	Chaudiere Jct.....
" 30.	11K	Spl.	Freight....	E. K. O'Brien.....	L. Turpinat.....	158	Murrays Siding.....
Nov. 6.	16K	153	Express....	L. Proulx.....	D. Charrier.....	71	Paradis Mills, Lévis...
" 16.	18.15		Shunter....	W. Hinch.....	Geo. Currie.....	89	Halifax.....
" 18.	23.25	Spl.	Freight....	C. Audet.....	J. McNaughton.....	312	4 miles west St. Moise.
" 27.	4.35	33	Express....	P. E. Heine.....	J. C. Morton.....	333	Campbellton.....
" 30.							Grand Narrows.....
" 30.							Campbellton.....
Dec. 3.	18.50	37	Freight....	W. W. Irving.....	D. McQuarrie.....	313	Red Pine.....
" 4.	9.25	83	Express....	J. Hughes.....	A. Cook.....	115	Amherst.....
" 7.	23.50	26	"	A. Rainnie.....	John Ross.....	234	Rockingham.....
" 8.	8.10		Shunter....	J. Jackson.....	John Walsh.....	288	Halifax.....
" 10.	21.15				Alex. Grant.....	19	Mulgrave.....
" 12.	9.05	83	Express....	J. Coffey.....	J. Brownell.....	58	Frosty Hollow.....
" 14.	16.45	H&S W No. 1	Special....	Wm. Foster.....	Jas. McPherson.....	78	Halifax.....
" 16.	11.15	Spl.	Freight....	J. F. Lamkie.....	G. Miller.....	347	Newcastle.....
" 18.	9.00	152	Express....	M. Marchessault.....	Geo. Findlay.....	199	St. Hyacinthe.....
" 18.	7.00	Spl.	Freight....	S. A. McKay.....	J. S. Baxter.....	137	River John.....
" 23.	16.30	34	Express....	W. A. Mitchell.....	L. Dutil.....	74	St. Hyacinthe.....
" 25.	13.20	42	Freight....	J. B. Dubé.....	E. B. Price.....	299	Causapschal.....
Jan. 12.							Montmagny.....
" 20.							St. Jean Port Joli....
" 22.	12.30	Spl.	Freight....	I. L. Barnhill.....	M. White.....	143	Londonderry.....
" 24.	9.10	76	"	A. E. Logan.....	J. Belleau.....	2	Mitchell.....
" 29.	14.30	19	Express....	N. Pushie.....	A. Henderson.....	6	Between Tracadie and Monastrey.
" 29.	17.20	34	"	A. B. Vance.....	Jas. Clarke.....	237	Near Windsor Jct...
Feb. 1.	9.30	Spl.	Freight....	W. J. Ellis.....	B. Johnson.....	44	Valley

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RAILWAY.

line of the Intercolonial Railway during the year ending June 30, 1906—*Continue.*

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
Oct. Veilleux..... O. Halle. A. Bonneau.	} Employee....	Collision with G.T.R. pilot engine..	Fatal..... Slightly injured...	Negligence of employees of I. C.R. and G.T.R.
M. J. Gallant.....			Badly bruised and scalp wound.	
L. Melanson.....			Lip cut and wrist sprained.	
Alex. McLeod.....	Neither.....	Struck by train while removing piece of deal from off the track.	Fatal.....	Accidental.
T. C. Falconer.....	Employee.....	While coupling cars got caught between draw bars.	Hip bone fractured .	
V. R. Blanchard..... N. Henderson..... J. Lambert.....	} "	{ Collision with Saliberté's freight special train.....	Arm broken and head cut. Slightly injured.	
John O'Neil.....			Foot cut off.....	
Virginie Langelier.....	Neither.....	While walking on track was struck by train.	Fatal.....	Accidental.
Eddy Tweedle.....	Employee.....	Tube burst in fire box of engine...	Face burned.....	
P. A. Gillis.....	"	While loading baggage trunk fell on him.	Leg severely injured.	
B. Lemieux.....	"	While repairing cars, was run over by cars which were being shunted	Fatal.....	Open verdict.
John Taylor.....	"	Fell off car while shunting.....	Head cut and side injured.	
Thos. Lemieux.....	Neither.....	While walking on track was struck by train.	Two ribs broken and head injured.	
Thos. Brown.....	"	Found dead on track. Supposed to have been run over by shun- ter.	Fatal.....	No inquest.
F. H. Dubé.....	Employee.....	Train broke apart and cars col- lided.	Injured about face .	
Geo. McMaster.....	Neither.....	Struck by train on public crossing.	Seriously injured ...	
M. B. McDonald.....	Employee.....	Blown from draw bridge.....	Body not recovered.	
Harry Henry.....	Neither.....	Struck by engine while walking in Campbellton yard.	Foot injured.....	
D. McQuarrie.....	Employee.....	Engine ran off track and turned on her side.	Hands and face scal- ed.	
F. White.....	"	Struck by train while walking on on track.	Fatal.....	Accidental.
Benj. Smith.....	Passenger...	Fell off moving train.....	Fatal.....	No inquest.
J. B. Pickrein.....	Employee.....	Fell from roof of D.A.R. car to the ground.	Seriously shaken and both wrists sprain- ed.	
Angus Keay.....	"	While putting No. 85 train on ferry steamer, 'Scotia' was caught and squeezed.	Collar bone broken..	
Frank Birch (deaf mute)	Neither.....	While walking on track was struck by train.	Fatal.....	No inquest.
Wm. Jones.....	Employee.....	While walking on track was struck by train.	Fatal.....	Fireman of H. & S. W. blam- ed for not keeping bet- ter look out.
J. F. Lamkie.....	"	Slipped while uncoupling engine from train.	Hand crushed.....	Accidental.
Harry Dowlegan.....	Neither.....	While attempting to steal a ride fell under cars.	Fatal.....	
D. S. Munro.....	Employee.....	While coupling cars.....	Hand crushed.....	
Antoine Paradis.....	"	Struck by train while crossing track.	Seriously injured....	
H. Garon.....	Neither...	Struck by train while walking on track.	Not serious.....	
Aug. Lemieux.....	Neither.....	Found dead on track.....	Fatal.....	Accidental.
L. Morneau.....	"	Found dead on track.....	Fatal.....	Accidental.
J. H. Biswaieger.....	Employee.....	While shunting foot got caught under snow plow.	Foot injured.	
{ R. Ruel..... P. Lemieux.....	} "	Tubes burst in fire box.....	Badly scalded..... Slightly scalded. ...	
Mrs. Grant.....			Not serious.....	
R. Atkinson.....	"	Train left the rails.....	Ankle fractured....	
Jas. Johnson.....	Employee.....	While coupling cars.....	One finger crushed..	

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STATEMENT of Accidents and Casualties which have occurred in Canada on the

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1906.							
Feb. 5..	11.50		Spl. Work train	J. F. Doyle.....	H. Cameron.....	225	2½ miles west Beaver Brook.
Feb. 11..	23.00		Shunter....	L. Walsh.....	J. Day.....	210	Halifax.....
" 13..	10.15	2	Express....	Jas. Millican.....	T. W. Prince.....	148	Moncton.....
" 22..	9.20				T. Edwards.....	309	Truro.....
" 27..	1.45	9	Express....	E. Thompson.....	J. Wall.....	237	Brookfield.....
.....		26	" ..	T. Guinan.....	J. Flavin.....	317	" ..
March 8..	12.50	PTw	Special....	J. E. McLellan.....	Benj. Titus.....	296	Near Boisdale.....
" 8..	14.50	"	" ..	J. B. LeBel.....	Neil McMullen.....	202	" ..
" 10..	7.25	39	Freight....	C. McDougall.....	O. Gagnon.....	214	Near Harlaka Jct....
" 13..	19.30	102	Mixed.....	A. A. McNeil.....	S. Thomas.....	310	Newcastle.....
" 14..	14.50	Spl.	Freight....	J. H. Pushie.....	J. Gallivan.....	154	Barachois
" 15..	22K		Shunter....	L. Walsh.....	Chas. Wilson.....	161	Near Sydney.....
" 17..	24K		" ..		J. Day.....	210	Halifax.....
" 19..	10.30				J. McLean.....	288	Richmond.....
" 21..	11.00				J. Dussault.....	301	Chaudière Jct.....
" 21..	20.30				C. Wilson.....	170	Sydney.....
" 21..	20.30				A. Fogo.....	349	" ..
" 21..	20.30				Sam'l. Stewart.....	61	Truro... ..
" 27..	12.50		Shunter....		C. Skinner.....	205	Halifax.....
" 28..	1.40	Spl.	Freight....	A. Arcand.....	O. Rossignol.....	260	Isle Verte.....
" 28..	23.15		Shunter....		J. Kelly.....	105	Truro.....
" 29..	1K	Spl.	Freight....	C. B. Clarke.....	G. A. Stone.....	277	Hampton.....
" 30..	13.28	34	Express..	F. Derouin.....	J. Bruce.....	74	Ste. Rosalie.....
.....					J. Lacroix.....	102	" ..

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RAILWAY.

line of the Intercolonial Railway during the year ending June 30, 1906—*Concluded.*

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
D. Thibadeau.....	"	Collided with Sears' west bound special.	Fatal.....	Accidental.
W. Stuart.....	Passenger.....	"	Seriously injured....	
Chas. LeBrenton.....	"	"	"	
John McDonald.....	"	"	Slightly	"
Wilfred Toucher.....	"	"	"	"
Wm. McRae.....	"	"	"	"
Geo. Campbell.....	"	"	"	"
Thomas Norton.....	"	"	"	"
Wm. Kitchen.....	"	"	"	"
Chas. Kenton.....	"	"	"	"
John Fagan.....	"	"	"	"
Howard Jeffries.....	"	"	"	"
James McDonald.....	"	"	"	"
Wm. Gallant.....	"	"	"	"
James Gardiner.....	"	"	"	"
Ed. Benson.....	"	"	"	"
E. Astles.....	"	"	"	"
Andrew Walls.....	"	"	"	"
Wm. Allison.....	"	"	"	"
Wm. Galley.....	"	"	"	"
Andrew Cobb.....	"	"	"	"
Wm. Coundron.....	"	"	"	"
Wm. Black.....	"	"	Seriously	"
John McCollum.....	"	"	"	"
A. Witzell.....	"	"	Slightly	"
Chas. McLellan.....	"	"	Seriously	"
Thos. Halloran.....	"	"	Slightly	"
James Wright.....	"	"	"	"
Wm. Fagan.....	"	"	"	"
Harry Levi.....	Employee.....	While shunting fell from top of box car.	Severely injured....	
B. F. McKinnon.....	"	Struck by step of engine.....	Leg badly bruised..	
Geo. Cameron.....	"	Struck by engine while walking on track.	Foot injured and collar bone broken.	
J. Flavin.....	" {	Collision between Nos. 26 and 9 trains caused by No. 26 over-running crossing station.	Fatal.....	Accidental
L. Hill.....				
S. C. Keith.....				
Wm. Lattimere.....	"	"	Slight injuries.....	
E. A. Hartlen.....	P. O. clerk.....	"	"	
Thos. O'Reily.....	"	"	"	
E. F. Heffler.....	Passenger.....	"	"	
G. Cook.....	"	"	"	
A. J. McDonald.....	Employee.....	Struck by train.....	Leg broken..	
Bouchard.....	Neither.....	Lying along side of track and was struck by plow.	Not serious.....	
Geo. Dixon.....	Employee.....	While coupling cars.....	Fingers jammed....	
R. Nicholson.....	Passenger.....	Train broke in two and parts collided.	Slight injuries.....	
M. McNeil.....	"	"	"	
John McDonald.....	"	"	"	
Mike McMullin.....	Neither.....	Struck by train while walking on track.	Fatal.....	Accidental.
H. Simmons.....	Employee.....	Fell from top of box car.....	Seriously injured....	
Richd. Stuart.....	"	While shunting got caught between cars.	Collar bone broken.	
Albert Carrier.....	"	While coupling cars.....	Hand jammed.....	
Wm. Calhoun.....	"	While engine 170 was running from shop to coal shed collided with shunting engine.	Slightly injured....	
D. McKenzie.....	"	"	"	
J. O. Davison.....	"	While stepping off snow plow foot got caught.	Foot badly injured..	
Pat. Scallion (boy)....	Neither.....	Riding on flat car lost his balance falling under wheels.	Fatal.....	No inquest.
O. Rossignol.....	Employee.....	Struck by No. 76 train while working about his engine in siding.	Fatal.....	Accidental.
R. K. Livingstone.....	Neither.....	Struck by cars while crossing track	Fatal.....	Accidental.
H. B. Wood.....	Employee.....	Knee caught between car and piece of deal.	Slightly injured....	
Xavier Breault.....	Neither.....	Struck on public crossing while driving in front of moving train.	Not serious..	

WINDSOR BRANCH RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS.
MONCTON, N.B., July 2, 1907.

SIR,—I have the honour to submit the following statements showing the results of the working of the Windsor Branch Railway for the fiscal period of nine months ended March 31, 1907.

- No. 1. Revenue account.
2. Maintenance of way and structures.
3. General balance.
4. Statements of earnings.

I also send you the report of the engineer of maintenance on the condition of the permanent way and works.

This line, 32 miles in length, was operated during the year by the Dominion Atlantic Railway Company on the same terms as last year, the company being allowed to retain two-thirds of the gross earnings, the balance, one-third, being paid over to the government, the latter maintaining the line.

The gross earnings show an increase of \$5,677.89 compared with the corresponding period of the previous year, as follows :—

Earnings, 1906-07 (9 months).....	\$ 45,440 52
· Earnings, 1905-06 (9 months).....	39,762 63
	<hr/>
Increase (9 months).....	\$ 5,677 89
	<hr/> <hr/>

The increase was in freight traffic and in passenger traffic. There was a slight decrease in mails and sundries.

The net earnings for the nine months period were \$30,015.20.

The permanent way and works received necessary repairs and are in good order.

I have the honour to be sir,

Your obedient servant,

D. POTTINGER,

General Manager, Govt. Rys.

M. J. BUTLER, Esq., C.E.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

No. 1.—WINDSOR BRANCH RAILWAY.

REVENUE ACCOUNT, 9 MONTHS, ENDING MARCH 31, 1907.

Expenditure.	\$ cts.	Earnings.	\$ cts.
Maintenance of way and structures.....	15,425 32	Passenger.....	12,199 42
Balance	30,015 20	Freight earnings.....	32,379 98
		Mail earnings.....	861 12
	<hr/>		<hr/>
	45,440 52		45,440 52
	<hr/>		<hr/>

E. and O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller

SESSIONAL PAPER No. 20

No. 2.—WINDSOR BRANCH RAILWAY.

MAINTENANCE OF WAY AND STRUCTURES, 9 months, ended March 31, 1907.

	\$	cts.
Repairs of roadway.	9,585	83
Renewals of rails ...	935	17
Renewals of ties.....	2,541	22
Repairs and renewals of bridges and culverts.....	334	18
Repairs and renewals of fences, road crossings, signs and cattle-guards.....	424	80
Repairs and renewals of buildings and fixtures.....	1,604	12
	15,425	32

E. and O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller.

No. 3.—WINDSOR BRANCH RAILWAY.

GENERAL BALANCE, 9 months, ended March 31, 1907.

DR.	\$	cts.	CR.	\$	cts.
To stores department	9,636	70	By Dominion account.....	9,772	03
Dominion Atlantic Railway.	135	33			
	9,772	03		9,772	03

E. and O. E.,
MONCTON, N.B.,

S. L. SHANNON,
Comptroller.

No. 4.—WINDSOR BRANCH RAILWAY.

MONTHLY STATEMENT OF RECEIPTS—ONE-THIRD EARNINGS.

Month.		Passenger Earnings.	Freight Earnings.	Mail Earnings	Totals.
		\$	cts.	\$	cts.
July	1906.....	1,721	85	2,157	66
August	"	1,980	44	2,350	90
September	"	2,989	69	3,332	17
October	"	1,846	96	4,468	77
November	"	983	30	4,948	55
December	"	773	64	3,076	89
January	1907.....	609	10	4,230	46
February	"	486	73	3,627	98
March	"	807	71	4,186	60
		12,199	42	32,379	98
				861	12
				45,440	52

E. and O. E.,
MONCTON, N.B.,

S. L. SHANNON,
Comptroller.

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE,
MONCTON, N.B., May 31, 1907.

SIR,—I have the honour to submit herewith the report of the maintenance of the Windsor branch during the nine months, July 1, 1906, to March 31, 1907.

TRACK.

During the past year 17,594 feet of 4-inch, 4¼-inch and 4½-inch rails were taken out of track, and the same quantity of 4¼-inch and 4½-inch rails re-laid.

7-8 EDWARD VII., A. 1908

TIES.

8,062 ordinary ties and 7 sets of switch ties were renewed during the year.

BALLASTING.

During the year 212 cubic yards of ballast were distributed and put under.

SWITCHES AND SEMAPHORES.

During the year necessary repairs were made to switches and semaphores. One new switch was installed and four old switches replaced by new. During the year one new telegraph signal was put in at Windsor.

FENCING.

During the year 40 rods of woven wire fence were built by our own men. Necessary repairs were made to existing fences.

BUILDINGS AND PLATFORMS.

Repairs.

Windsor,	Platform.
Windsor,	Station.
Mount Uniacke,	Platform.
Mount Uniacke,	Station.
Beaver Bank,	Platform.
Beaver Bank,	Station.
Ellershous,	Platform.
Ellershous,	Station.
Newport,	Platform.
South Uniacke,	Platform.
Windsor Junction,	Freight shed.
Windsor Junction,	Platform.

BRIDGES AND CULVERTS.

Repairs.

Windsor,	Culvert.
Mount Uniacke, 1½ miles east of	Bridge.
Ellershous,	Culvert.
St. Croix, near Ellershous,	Bridge.
Newport,	Culvert.
Windsor Junction,	Culvert.
Newport, ½ mile east of	Culvert.

GENERAL.

Necessary repairs were made to cattle guards, road crossings and gates throughout the line where required.

Glazing was done and glass put in where required.

Outhouses and approaches to public road crossings were whitewashed where required.

Semaphores and signals were painted when required.

Necessary repairs were made to hand-cars, trollies and wheelbarrows throughout the line.

I have the honour to be, sir,

Your obedient servant,

T. C. BURPEE,

Engineer of Maintenance of Way and Works.

D. POTTINGER, Esq.,

General Manager, Government Railways,
Moncton, N.B.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS.

MONCTON, N.B., July 2, 1907.

SIR,—I have the honour to submit the following report on the working of the Prince Edward Island Railway for the fiscal period of nine months ended March 31, 1907.

I inclose the report of the superintendent, including statements of the various accounts, also the report of the chief engineer on the works charged to capital account.

The length of railway in operation on June 30, 1906, was 261.3 miles. On July 1, 1906, the line of railway known as the Montague branch, extending from Montague Junction to Montague, 6.2 miles in length, was opened for traffic, making a total mileage in operation on March 31, 1907, of 267.5 miles.

The expenditure on capital account during the period was \$91,710.52.

This makes the total cost of the railway on March 31, 1907, \$7,307,299.21. Of the expenditure during the period \$70,316 was on account of increased accommodation at Charlottetown, where a commodious and modern passenger station with office accommodation for the staff was provided.

The working expenses for the nine months were \$283,148 50

The gross earnings were 215,434 97

Difference \$ 67,713 53

The gross earnings for the nine months period show an increase of \$25,991.66 over the corresponding period of last year, the increase being in both passenger and freight traffic, and also in mails and sundries.

There was an increase of \$65,335.76 in the working expenses compared with the corresponding period of last year.

The necessary work was done to maintain the permanent way and works, and the rolling stock, and they are in a state of efficiency.

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,

General Manager Government Railways.

M. J. BUTLER, ESQ., C.E.,

Deputy Minister and Chief Engineer,

Department of Railways and Canals,

Ottawa, Ont.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE CHIEF ENGINEER,

MONCTON, N.B., June 15, 1907.

DEAR SIR,—I have the honour to submit the following report on capital account expenditure for the fiscal year ending March 31, 1907.

To increase accommodation at Charlottetown—

A new station was provided. Plans and specifications were prepared, tenders called and contract let for a freight car repair shop and erecting shop. The work of construction is well advanced.

Murray Harbour Branch and Hillsborough Bridge—

Under this vote the contractor for the transportation and erection of the spans for the Hillsborough bridge was paid \$2,284.61 for additional work.

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Shelters and Platforms--

Shelters and platforms were provided at Village Green, Glencoe and Wilmot on the Murray Harbour Branch.

Improvements at Summerside—

A three-stall engine house was provided.

I have the honour to be, sir,
Your obedient servant,
WM. B. MACKENZIE,
Chief Engineer.

D. POTTINGER, Esq., I.S.O.,
General Manager, Government Railways,
Moncton, N.B.

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,
CHARLOTTETOWN, P.E.I., May 15, 1907.

SIR,—I have the honour to submit the following report of the working of the Prince Edward Island Railway, for the fiscal period of nine months ended March 31, 1907 :—

I also inclose the report of the Mechanical Superintendent, and the following statements prepared by the accountant and auditor, and the mechanical accountant and storekeeper :—

- No. 1. Capital account.
- 2. Revenue account.
- 3. Locomotive power.
- 4. Car expenses.
- 5. Maintenance of ways and works.
- 6. Station expenses.
- 7. General charges.
- 8. General stores account.
- 9. General balance.
- 10. Comparative statement of averages.
 - A. Monthly statement of the cost of locomotive power.
 - B. Statement of performance and consumption of locomotives.
 - C. Monthly statement of car mileage.
 - D. Statement of the number of locomotives, cars, snow ploughs and flangers.
 - E. Comparative statement of the expenses of the mechanical department.

The mileage of the railway in operation on June 30, 1906, was 261·3 miles. The Montague branch was opened for traffic on July 1, 1906, the mileage of which is 6·2, making the total mileage of railway in operation on March 31, 1907, 267·5 miles.

CAPITAL ACCOUNT.

The total expenditure to June 30, 1906, was...	\$7,215,588 69
The additions during the year were as follows :—	
Rolling stock...	11,342 74
New machinery....	4,725 15
Increased accommodation at Charlottetown....	70,316 00
Murray Harbour branch and Hillsborough bridge...	2,397 59
Shelters and platforms ..	931 03
Improvements at Summerside..	1,998 01
	<hr/>
	\$7,307,299 21
	<hr/>

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Rolling stock—

Fifteen box cars were built by the mechanical department.

New machinery—

One cut-off saw, one mortise and boring machine, one band saw, and one engine lathe were purchased.

Increased accommodation at Charlottetown.—A new station was built, and a new car shop was commenced under contract awarded to Mr. E. A. Wallberg.

Murray Harbour branch and Hillsborough bridge.—This amount was to settle the claim of the contractors for the transportation and erection of the spans for the bridge. The claim was \$18,366.11 and the amount allowed and paid was \$2,284.61.

Shelters and platforms.—Shelters and platforms were provided at Village Green, Glencoe, and Wilmot on the Murray Harbour branch.

Improvements at Summerside.—This amount was used for the completion of the engine-house, which was finished within the year.

REVENUE ACCOUNT.

The earnings show a very gratifying increase, notwithstanding the crops were below the average and the winter a very severe one.

The gross earnings and workings for the year compare as follows :—

Gross earnings...	..\$ 215,434 97
Working expenses...	283,148 50
	<hr/>
Difference...	..\$ 67,713 53
	<hr/>

The gross earnings compare with the previous year as follows :—

In 1905-06...	..\$ 189,443 31
1906-07...	215,434 97
	<hr/>
Increase...	..\$ 25,991 66
	<hr/>

The earnings from passenger traffic compare as follows :—

In 1905-06....	..\$ 88,676 14
1906-07...	97,750 52
	<hr/>
Increase...	..\$ 9,074 38
	<hr/>

The earnings from freight traffic compare as follows :—

In 1905-06...	..\$ 83,499 56
1906-07...	98,657 07
	<hr/>
Increase...	..\$ 15,157 51
	<hr/>

The earnings from mails and sundries compare as follows :—

In 1905-06...	..\$ 17,267 61
1906-07...	19,027 38
	<hr/>
Increase...	..\$ 1,759 77
	<hr/>

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The number of passengers carried compare as follows:—

	Number.
In 1905-06... ..	187,402
1906-07... ..	232,371
Increase... ..	44,969

The weight of freight carried compares as follows :—

	Tons.
In 1905-06... ..	63,647
1906-07... ..	67,144
Increase... ..	3,497

WORKING EXPENSES.

The working expenses compare with the previous year as follows:—

In 1905-06... ..	\$217,812 74
1906-07... ..	283,148 50
Increase... ..	\$65,335 76

The averages compare with the previous year as follows:—

Per mile run by locomotives.	
In 1905-06... ..	66·77
1906-07... ..	82·30
Per mile run by trains.	
In 1905-06... ..	92·24
1906-07... ..	112·23
Expenditure per mile of railway.	
In 1905-06... ..	\$ 915 18
1906-07... ..	1,060 48

TRACK.

Twelve thousand eight hundred and seventeen railway ties, 38 sets switch ties, and 40 switch head-blocks with frames were renewed.

Eight hundred cull ties were used in yards and sidings.

Seven hundred and forty-four feet of track on wharf at Alberton were laid with 56-lb. rails to replace old iron rails, and three new steel frogs and three sets switch gear were put in to replace worn out switch gear. Twenty-seven hundred feet of track were relaid in Summerside yard with 50-lb. steel rails, and nine new sets switch gear put in, in connection with yard improvements. Seven hundred and five feet of main line track were lined from one foot to eight feet. Eighteen hundred feet of new track were laid with 56-lb. steel rails from Wye on Murray Harbour branch to station, to allow trains on branch to come under the semaphore at Charlottetown, and one steel frog and a new set of switch gear were put in. Six hundred feet of 56-lb. steel rails were laid in Souris yard, and a new frog and a set of switch gear put in. On Montague branch four miles of track were lined from three to twenty inches, and three miles lifted and ballasted; all ties were spaced, and 500 extra ties put in.

Nine hand cars received general repairs, and three new lorries were built.

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SIDINGS.

At Bloomfield 384 feet of 56-lb. steel rails were laid in siding to replace old iron rails.

At Summerside a new siding, 450 feet, was put in.

At Hunter river 168 feet 56-lb. steel rails were laid in siding to replace old iron rails.

At Kensington new sidings, 435 feet, were laid with 56-lb. steel rails.

At Georgetown the engine house siding was extended 80 feet.

At Charlottetown 100 feet of spur siding were put in for machine shop to run engine tenders on.

At Murray harbour, 3,100 feet of new sidings were laid in yard with 56-lb. steel rails, and eight new frogs and eight sets gear put in.

FENCING.

There were 43,847 feet Page wire fence erected on new cedar posts; 12,453 feet snow fence built; 415 panels portable snow fence, 8 and 10 feet long, built and placed where most needed. During the fall and winter a large quantity of temporary snow fence was erected of brush and other material.

All fences requiring repairs were attended to.

One hundred and twenty-five farm crossing gates were renewed.

BALLASTING.

Four hundred and sixty cars of ballast were put on Montague branch, 100 cars in Murray harbour yard, and 231 cars in Summerside yard.

On main line 658 cars of ballast were distributed in places where most needed.

Three hundred and fifty-eight cars of clay were used in yards, and widening embankments on Montague Branch and other narrow places.

BRIDGES.

At Portage a new bridge was built on a foundation of creosoted piles.

At Emerald a new cover and bed timber was put on bridge on way. New iron bridge on main line near Emerald, 24 feet long, was covered with hard pine ties.

At Clyde a new iron bridge, 24 feet long, was put in.

At Souris overhead bridge on wharf was planked.

Bridges at Mt. Stewart, Lot 40, Marie, Midgell, Harmony, St. Peters, Brudenell and Clyde were pointed with cement.

Bridges at Freetown, Loyalist and Marie received coverings of hard pine ties and necessary repairs.

All other bridges on the line requiring repairs were attended to.

CULVERTS.

At O'Leary, Conway and Bradalbane iron pipe culverts, 16 inches in diameter, were put in to replace wooden culverts.

At Hughes siding, twenty-four feet of 24-inch pipe were put in to replace wooden culvert which was worn out.

At Milton two new iron pipe culverts were put in.

At Georgetown two new iron pipe culverts were put in.

Thirty-three wooden culverts were rebuilt with cedar and other material.

Thirteen stone culverts were repaired by using cement and stone.

Four new cattle-guards were put down at new public road crossings.

Thirty-two cattle-guards were rebuilt with hard pine stringers, hemlock ties, hemlock timber and mud sills.

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BUILDING AND PLATFORMS.

At Alberton repairs were made to wharf.

At Summerside, in repairing the wharf the following material was used :—18 hardwood piles, 5 creosoted piles, 47 tons hemlock timber, 1,440 feet hemlock deals, and 2 kegs nails. Coal shed was moved on wharf, 13 hardwood piles driven, and 36 holes cut through ballast floor for piles. Breastwork was repaired, and 50 feet of new breastwork built on.

At Charlottetown, in repairing breastwork 16½ tons hemlock timber, and 200 butt bolts were used.

BUILDING AND PLATFORMS.

Tignish.—A new roof and new sills were provided the engine-house. Concrete cellar was placed under agent's dwelling.

Bloomfield.—Repairs were made to station.

Howlan.—Repairs were made to station.

O'Leary.—Repairs were made to roof of station.

Alberton.—Freight-house on wharf was repaired.

Miscouche.—Station platform was rebuilt.

Summerside.—A new freight-house, 50 x 24 feet was built to replace the one destroyed by fire. A new station platform, 75 feet long by 8 feet wide, was made. Ten new storm windows were put on agent's dwelling. A new set of scales was placed in freight-house on wharf. A reinforced concrete reservoir for water tank, 12 x 20 x 12 feet deep, was made, and 150 feet pipe laid connecting reservoir with tank. A new engine-house was built.

Freetown.—A new snow fence was erected near agent's dwelling.

Cape Traverse.—A new porch was built on agent's dwelling, and repairs made to turntable.

Bradalbane.—Station platform was repaired.

Elliott's.—A new station was built, 26 feet long by 10 feet 6 inches wide.

Hunter River.—A new porch was built on agent's dwelling, and repairs made to station.

Loyalist.—Station platform was rebuilt.

Royalty Junction.—Station platform was repaired.

Charlottetown.—Roof of station, baggage room, car shop and stores buildings were repaired.

York.—Roof of station was shingled.

Mt. Stewart.—Repairs were made to station and platform.

Five Houses.—Repairs were made to station platform.

Souris.—Engine-house, freight-house on wharf and station received necessary repairs. Baggage room received a new roof.

Pisquid.—Station was rebuilt.

Perth.—Station and platform received general repairs.

Georgetown.—Engine-house was repaired.

Montague.—A new door was cut in freight-house.

Semaphores at Mt. Stewart and Georgetown were rebuilt.

STORES.

The value of stores purchased was.	\$ 93,339 28
The value of stores used was.	120,877 92
The value of old material sold was.	16,567 41

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The value of stores on hand at the end of the year was :—

Ordinary stores.... .	\$ 53,494 35
Fuel... ..	5,597 43
Steel rails and fastenings... ..	221 53
Old material for sale..	7,488 00
	<hr/>
	\$ 66,801 31
	<hr/>

GENERAL.

On October 10, 1906, fire destroyed a freight shed at Summerside, together with a quantity of freight.

A greater quantity of ballast than usual was distributed, and the winter was very severe and lengthened. These, among other reasons already stated elsewhere, contributed to the large expenditure in the maintenance department.

The mechanical department are still working under difficulties for want of new shops, which are now under construction. The renewals during the year were considerable in this department.

The rolling stock, road-bed and buildings have all received special attention, and are in a state of efficiency.

I inclose a return of minor casualties which occurred during the year.

I have the honour to be, sir,

Your obedient servant,

C. A. SHARP,

Superintendent.

D. POTTINGER, Esq., I.S.O.,

General Manager, Government Railways,
Moncton, N.B.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL SUPERINTENDENT'S OFFICE,

CHARLOTTETOWN, April 15, 1907.

SIR,—I beg to submit herewith for your information the following statement of the operation of the mechanical department of the Prince Edward Island Railway for the year ended March 31, 1907.

The following is a summary of the principal work performed:—

LOCOMOTIVES.

Thirteen locomotives received heavy repairs, and eight received new driving boxes. Thirteen locomotives received new engine truck boxes, new driving brasses, new side and main rod brasses, motion and running gear thoroughly repaired and stay bolts in boilers thoroughly examined; and eight locomotives received specific repairs. We had one head-on collision in the yard at Charlottetown, which injured two locomotives considerably, breaking the truck and forward frames of both, the smoke-box doors and castings on one, and front beams and pilots on both. We had two cylinder heads broken, which we repaired. Ten pop valves were largely rebuilt; four new whistles and 140 sets of steam packing were made. Fifty-six driving wheels and 24 sets of truck wheels were turned, and eight new pistons and piston rods were turned and put in locomotives. Two new cross-heads were made, and 24 lined with tin and planed; 80 new side rod cups and 114 truck springs were made, and eight new pilots were made and ironed. Six new truck axles, 130 car axles and 130

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pairs car wheels were turned; 140 car oil boxes were filled up, 800 tubes were pieced and put into locomotives, and 274 wheels were bored out and pressed on axles; and 174 driving springs were largely rebuilt. One thousand one hundred and twenty-two pounds of cast steel and 95,735 pounds of iron were forged, and 5,400 pounds of nuts were tapped. Westinghouse air brake was applied to one locomotive, and steam heat to four; 12 locomotive smokestacks were made, and we have made a great deal of running repairs, too numerous to mention.

CAR DEPARTMENT.

Fifteen box cars were built and equipped with the Westinghouse air brake, and charged to capital. One box car, one flanger, 16 flat cars, and one second-class and baggage combined were rebuilt; and one first-class car is at present under construction. Forty box cars, four flat cars, eight passenger cars, three flangers and two refrigerator cars received heavy repairs. Ten passenger cars, 20 box cars, 28 flat cars, three flangers and 5 snow ploughs received light repairs; 7 flangers and 10 snow ploughs were equipped with air signal appliance, and eight new locomotive pilots were made.

BRASS FOUNDRY.

Output, 8,590 pounds brass castings and 125 battery zines.

PAINT SHOP.

Twenty-five passenger cars were cleaned and varnished, and two passenger cars were painted and varnished; eight locomotives were painted, and two were cleaned and varnished; and nine snow ploughs, 33 box cars, 39 flat cars, 15 hand cars and 40 switch frames were painted. Elliotts and Bedford stations were painted inside and out; Ashton, Harmony and West Devon coal sheds, Summerside section house, and Murray harbour and Montague turn-tables were painted; and 300 panes of glass were put in buildings.

ROAD AND TRAFFIC DEPARTMENT.

Part of the car shop roof was covered with felt, and part with shingles; the store, coal shed and paint shop roofs were repaired, and two double water closets were built. Eight cattle stages, 27 loading platforms, three way stations on the Murray Harbour branch, and 40 switch frames were made, and 20 were mounted. Ten billing boards, four freight trucks, one large ticket case, six boxes for traffic, six coal wagons, six targets, 12 sets of switch gear, five new frogs, two derailing devices for the Hillsborough bridge, 40 smoke jacks for engine houses, 12 new track lifters, and a great many butt bolts for Summerside wharf were made; and six freight trucks, three baggage trucks and four frogs were repaired; and one old first-class car was converted into a pay car.

I wish to say that we are labouring under a great disadvantage for the want of shop room and machinery; but I am pleased to report that our rolling stock is in a high state of efficiency and equipped with all the modern appliances of Westinghouse air brakes, steam heat, and M.C.B. couplers.

I have the honour to be, sir,

Your obedient servant,

W. L. POOLE,

Mechanical Superintendent.

G. A. SHARP, Esq.,

Superintendent P. E. I. Railway.

SESSIONAL PAPER No. 20

No. 1.—PRINCE EDWARD ISLAND RAILWAY.

Dr.

CAPITAL ACCOUNT.

Cr.

1906.		1906.		cts.
June 30.	To cost of road and equipment to date.....	7,215,588 69	By Dominion of Canada.....	7,215,588 69
1907.				
March 31.	To expenditure, period ended March 31, as follows — Rolling stock.....\$ 11,342 74 New machinery.....4,725 15 Increased accommodation, (Charlotte- town.....70,316 00 M. H. B. and Hillsboro bridge.....2,397 59 Shelters and platforms.....931 03 Improvements at Summerside.....1,998 01		By Dominion of Canada.....	91,710 52
		91,710 52		
		7,307,299 21		7,307,299 21

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., March 31, 1907.

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No. 2.—PRINCE EDWARD ISLAND RAILWAY.

Dr. REVENUE ACCOUNT for period ending March 31, 1907. Cr.

Previous correspond- ing period.	Expenditure.	Period ended March 31, 1907.	Previous corresponding period.	Receipts.	Period ended March 31, 1907.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
74,401 21	Locomotive power, per Abstract No. 1.....	91,196 08	88,676 14	Passenger traffic.....	97,750 52
38,481 40	Car expenses, per Abstract No. 2.	52,531 35	83,499 56	Freight traffic.....	98,657 07
54,169 92	Maintenance of way and works, Abstract No. 3..	80,633 47	17,267 61	Mails and sundries ..	19,027 38
38,809 72	Station expenses, per Abstract No. 4	44,913 28	189,443 31	....Total receipts ...	215,434 97
11,950 49	General charges, per Abstract No. 5.....	13,874 32	28,369 43	... .. Balance .	67,713 53
217,812 74	.....Totals.....	283,148 50	217,812 74	.....Totals.	283,148 50

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., March 31, 1907.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

LOCOMOTIVE POWER (Abstract No. 1).

Previous Correspond- ing Period.	Details.	Period ended March 31, 1907.
\$ cts.		\$ cts.
2,112 26	Mechanical superintendent's salary, clerks, office and travelling expenses. .	2,334 06
22,465 65	Wages of drivers, firemen and cleaners.....	27,101 46
28,127 91	Fuel.....	32,851 75
1,422 64	Oil, tallow, waste and small stores.....	2,016 82
16,446 81	Repairs to engines, tenders and engine tools	20,253 20
1,127 53	Water, including pump and tank repairs.....	3,493 47
2,698 41	Miscellaneous.....	3,145 32
74,401 21	.....Totals.....	91,196 08

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., March 31, 1907.

SESSIONAL PAPER No. 20

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

CAR EXPENSES (Abstract No. 2).

Previous Correspond- ing Period.	Details.	Period ended March 31, 1907.
\$ cts.		\$ cts.
3,494 10	Repairs to passenger cars.....	6,705 82
1,162 31	Repairs to postal, express and baggage cars ...	4,887 85
4,897 90	Repairs to freight cars and vans.....	9,105 87
431 61	Repairs to snow ploughs and flangers.....	1,547 89
23,845 79	Wages of conductors, train baggage masters and brakemen.	24,913 97
520 22	Oil and waste for packing.....	657 35
2,702 67	Small stores and fuel.....	3,350 01
1,426 80	Miscellaneous.....	1,362 59
38,481 40	Totals	52,531 35

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., March 31, 1907.

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE OF WAY AND WORKS (Abstract No. 3).

Previous Correspond- ing Period.	Details.	Period ended March 31, 1907.
\$ cts.		\$ cts.
541 07	Engineer's salary, clerks, office and travelling expenses.....	642 56
38,391 38	Wages in repairing roadway, fences and semaphores .	50,839 18
1,895 81	Rails, chairs and spikes	1,958 34
4,424 03	Ties.....	8,939 21
2,195 49	Timber and lumber for repairs to bridges, cattle-guards, &c....	4,162 33
109 80	Repairs to wharfs.....	1,266 94
2,837 84	Repairs to buildings and platforms .	5,788 54
936 31	Repairs to tools	1,375 09
2,838 19	Clearing ice and snow.....	5,661 28
54,169 92	Totals.....	80,633 47

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., March 31, 1907.

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No. 6.—PRINCE EDWARD ISLAND RAILWAY.

STATION EXPRESS (Abstract No. 4).

Previous Correspond- ing Period.	Details.	Period ended March 31, 1907.
\$ cts.		\$ cts.
31,195 20	Salaries and wages of station masters, agents, clerks, telegraph operators, station baggage masters, yardmasters, switchmen, watchmen and labourers	36,268 00
7,614 52	Fuel, oil, light, stationery and other incidental expenses	8,645 28
38,809 72	..... Totals.....	44,913 28

CHARLOTTETOWN, P.E.I., March 31, 1907.

W. T. HUGGAN,
Accountant and Auditor.

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL CHARGES (Abstract No. 5).

Previous Correspond- ing Period.	Details.	Period ended March 31, 1907.
\$ cts.		\$ cts.
5,962 77	Superintendent's and train despatchers' salaries, clerks, office and travelling expenses	6,814 41
4,577 51	Accountant and auditors's, paymaster's and cashier's salaries, clerks, office and travelling expenses	5,159 06
361 78	Advertising	365 53
527 63	Damages to men, animals and goods	857 26
113 40	Telegraph expenses (not including pay to operators)	371 37
407 40	Miscellaneous	306 69
11,950 49 Totals.....	13,874 32

CHARLOTTETOWN, P.E.I., March 31, 1907.

W. T. HUGGAN,
Accountant and Auditor.

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No. 8.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT OF GENERAL STORES ACCOUNT—Period ending March 31, 1907.

1906.	Dr.	\$	cts.	\$	cts.	\$	cts.
June 30.	To balance brought forward.....					73,044	87
1907.							
March 31.	Purchases during the year, including rails ..			93,339	28		
	Charges from other departments.....			19,858	36		
	Pay rolls....			1,436	72	114,634	36
							187,679 23
	CR.						
March 31.	By issues during the year.....					120,877	92
	Balance { Ordinary stores.....	53,494	35				
	{ Fuel	5,597	43				
	{ Rails and fastenings on hand. .	7,709	53			66,801	31
	{ Old material serviceable.....						

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., March 31, 1907.

No. 9.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL BALANCE.

	\$	cts.		\$	cts.
General stores.....	66,801	31	Dominion Account.....	87,721	70
Cash... ..	4,192	84	Rhodes, Curry & Company ..	1,433	20
Stations.....	3,648	48	Unclaimed wages.....		39 13
Post Office Department.....	11,073	58			
Militia Department..	56	28			
Anglo-American Telegraph Company.	46	43			
Judge Weatherbie.	30	00			
Sidney Grey.....	45	83			
Railway extension at Charlottetown...	812	83			
Accident insurance.....	2,259	92			
Canadian Express Company.....	96	51			
Intercolonial Railway.....	39	20			
Unclaimed freight.....	90	82			
	89,194	03		89,194	03

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., March 31, 1907.

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No. 10.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE STATEMENT of Averages for period ending March 31, 1907 and 1906.

Details.	1907.	1906.
Mileage of railway open	267	261
Engine mileage	344,050	324,911
Train mileage	252,292	235,210
Car mileage	1,463,186	1,427,214
Receipts per engine mile	Cents 62.22	58.31
" mile of railway	Dollars 806.87	795.98
Percentage of passenger earnings to gross receipts.	45.37	46.81
" freight " "	45.80	44.08
" other " "	8.83	9.11
Expenses per engine mile :—		
Drivers, firemen and cleaners' wages	7.85	6.91
Fuel	9.55	8.66
Oil, tallow, waste and small stores .....	.59	.44
Repairs to engines	5.89	5.06
Water and tank repairs	1.02	.35
Miscellaneous .....	.93	.83
	25.83	22.25
Mechanical superintendent's salary, office and travelling expenses .....	.68	.65
Total	Cents 26.51	22.90
Locomotive power, per engine mile	26.51	22.90
Car expenses	15.27	11.48
Maintenance of way and works, per engine mile	23.44	16.67
Station expenses	13.05	11.94
General charges	4.03	3.68
Total	Cents 82.30	66.77
Locomotive power, per train mile	36.15	31.63
Car expenses	20.82	16.00
Maintenance of way and works	31.96	23.03
Station expenses	17.80	16.50
General charges	5.50	5.68
Total per train mile	Cents 112.23	92.24
Working expenses, per mile of railway	Dollars 1,060.48	915.18

Average mileage open for nine months ended March 31, 1906, was 238 miles, which was used for averages.

CHARLOTTETOWN, P.E.I., March 31, 1907.

W. T. HUGGAN,
Accountant and Auditor.

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PRINCE EDWARD ISLAND RAILWAY.

DETAILS of Accidents for the period ending March 31, 1907...

Date.	Name, Address and Occupation of Persons.	Place of Accident.	Cause.	Nature and Extent of Injury.
1906.				
July 17.	Josiah Carmody, car repairer, Ch'town.	Charlottetown.	Foot caught in switch.	Leg injured.
" 25.	James Merry, carpenter, Charlottetown.	"	Fell off car.....	Head injured.
Aug. 10.	Frank McKee, brakeman, Ch'town.....	Alberton.....	Fell against switch frame	Ribs fractured.
" 16.	Jas. Handrahan, car repairer, Ch'town..	Charlottetown..	Plank fell against leg..	Leg injured.
" 20.	Chas. Coyle, cleaner, Charlottetown....	"	Ran wire in hand.....	Hand wound.
Sept. 6.	Wm. Stewart, section laborer, Royalty Junction.....	Royalty Junction	Struck by track jack..	Jaw injured.
" 8.	Pat. McCloskey, boiler maker, Ch'town.	Charlottetown..	Finger crushed by brake spindle.....	Finger crushed.
" 15.	J. J. McKenzie, sect. foreman, Selkirk.	Selkirk.....	Fell while carrying rail	Arm broken.
Oct. 11.	Neil Stewart, sect. laborer, Kensington.	Kensington....	Fell across rail	Back injured.
" 13.	Jas. McCallum, fireman, Summerside...	Summerside	Fell off engine.....	Rib fractured.
" 30.	Maurice Arsenault, labourer, Summerside	"	Loading ties	Hand cut.
" 31.	Martin Walsh, carpenter, Ch'town.....	Charlottetown..	Carrying plank.....	Rib fractured.
Nov. 26.	John Hunter, loc. engineer, Ch'town...	"	Working on engine....	Hand lacer'ed.
Dec. 3.	M. McCarey, stat. " "	"	Climbing ladder.....	Leg lacerated.
" 4.	Richard Dougan, Loc. Eng., Georgetown	"	Inspecting engine.....	Arm scalded.
" 7.	M. M. Galbraith, boiler maker's helper, Charlottetown.	"	Heavy tool fell on foot.	Foot bruised.
1907.				
Jan. 3.	Robert Hannah, machineman, Ch'town.	"	Car sill fell on foot...	"
" 19.	Wm. McDougall, blacksmith, Coleman.	Coleman.....	Crossing track in front of moving train.....	Fatally inj'ed.
Feb. 4.	Thos. Clarke, fireman, Cape Traverse...	Cape Traverse..	Struck head while firing	Head cut.
" 6.	Benj. Horton, sect. labourer, Mt. Albion	Mt. Albion....	Hand car ran over foot	Toe fractured.
Mar. 14.	Pat. Walsh, labourer, Charlottetown...	Charlottetown..	Fell off car.....	Elbow disl'ed.
" 18.	M. T. Riggs, pipe fitter, Charlottetown.	"	Fell in yard.....	Knee and shoulder inj.
" 20.	John Walker, sect. labourer, Georgetown	Georgetown....	Struck by flanger lever	Jaw bone frac.

CHARLOTTETOWN, P.E.I., May 20, 1907.

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PRINCE EDWARD ISLAND RAILWAY.

ACCIDENTS during period ended March 31, 1907.

Cause of Accident.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.
1. Fell from cars or engine.....				3				3
2. Jumping on or off trains or engines while in motion.								
3. At work on or near the track making up trains.....								
4. Putting arms or heads out of windows								
5. Coupling cars.,								
6. Collision, or by trains thrown from track.....								
7. Struck by engines or cars on highway crossings.. . . .					1		1	
8. Walking, standing, lying sitting or being on track								
9. Explosions.. . . .								
10. Striking bridges.....								
11. Other causes.....				19				19
Total.....				22	1			22

Charlottetown, P.E.I., May 20, 1907.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE GENERAL MANAGER,
MONCTON, N.B., July 18, 1907.

M. J. BUTLER, Esq., C.E.,
Deputy Minister and Chief Engineer,
Department Railways and Canals,
Ottawa, Ont.

DEAR MR. BUTLER,—Herewith I send you a descriptive statement of the freight earnings of the Prince Edward Island Railway for the fiscal period of nine months ended March 31, 1907.

Yours very truly,
D. POTTINGER.

CHARLOTTETOWN, P.E.I., June 20, 1907.

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PRINCE EDWARD ISLAND RAILWAY.

Descriptive Statement Freight Earnings for period ended March 31, 1907.

Description of freight.	QUANTITIES.		TONS.		AMOUNT.	
	1905-6.	1906-7.	1905-6.	1906-7.	1905-6.	1906-7.
					\$ cts.	\$ cts.
Grain..... Bush.	712,786	343,971	12,202	6,141	14,377 05	7,214 03
Potatoes and roots..... "	112,087	54,019	3,363	2,036	3,232 20	2,327 33
Flour and meal. Brls.	13,738	22,829	1,418	2,288	1,883 46	3,307 72
Cod and other fish.....			962	1,600	1,897 24	3,417 24
Canned fish and meats Cases.	26,381	22,949	859	722	1,213 48	1,212 93
Oysters Brls.	10,861	16,881	1,087	1,788	1,188 08	2,511 53
Timber C. ft.	88,240	69,770	1,819	1,595	1,010 58	857 43
Lumber S. ft.	2,299,175	2,616,411	3,474	4,374	2,522 98	3,572 37
Cordwood.. . . . Cords.	2,701	1,876	4,467	3,082	2,042 61	1,381 71
Mussel mud..... Cars.	430	307	4,300	3,080	1,420 50	1,044 35
Coal..... "	302	378	3,680	4,369	2,166 07	2,877 00
Salt.....			853	387	688 77	488 25
Live stock..... No.	17,160	17,937	2,005	2,352	4,068 75	5,172 51
Fresh meats.. . . .			1,429	1,630	2,999 97	3,914 54
Salt meats..... Pkgs.	1,953	2,525	282	307	451 63	586 52
Butter and cheese.....			741	1,000	1,363 59	2,241 89
Eggs Pkgs..	30,941	33,354	1,064	1,148	2,241 44	2,767 78
Farina starch... Cars.	63	57	726	589	892 97	769 36
Merchandise.....			18,916	28,746	37,909 98	51,527 34
Wharfage and storage.....					1,996 31	1,465 24
			63,646	67,144	85,597 66	98,657 07
Passenger receipts.....					897,750 52	
No. passengers carried.....					232,371	
Receipts per passenger in cents.....					42 07	

Charlottetown, P.E.I., June 20, 1907.

QUEBEC CANALS.

OFFICE OF THE SUPERINTENDING ENGINEER,
MONTREAL, June 11, 1907.

SIR,—I have the honour to submit herewith my annual report on the works under my charge, for the fiscal year ended March 31, 1907.

This division comprises the Lachine, the Soulanges and the Beauharnois canals on the St. Lawrence route ; the Ste. Anne, the Carillon and Grenville canals, on the Ottawa river, and the St. Ours and the Chambly canals, on the Richelieu river.

Of these, the Lachine canal is by far the most important on account of its immediate connection with the harbour of Montreal.

I am pleased to say that no serious accident occurred during the last fiscal year, and that the navigation was conducted without interruption except on the Lachine canal when traffic had to be suspended for 56 hours, from 6 a.m. on the 28th to 1.30 p.m. on the 31 August, owing to the throwing down of the four gates of Côté St. Paul lock by the Str. *Dundurn* on her way down to Montreal.

She passed into the lock at a good rate of speed and could not be checked in time to avoid collision with the lower gates, something in her machinery having got out of

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order. She escaped without serious injury but considerable damage was caused to property along both sides of the canal.

At the time of writing the owners of the boat have settled most of the claims arising out of this accident.

LACHINE CANAL.

Length, $8\frac{1}{2}$ miles; 5 locks, 270 x 45 feet; 14 feet of water on sills; total rise, 45 feet.

Old locks, 200 x 45 feet; still available with 9 feet of water on sills.

REPAIRS AND RENEWALS.

The main items of work performed here during the year under the above head were as follows:—

LOCK AND LOCK GATES.

The masonry of all the locks was kept in thorough repair, the joints grouted and pointed, the anchorages of the gates were also attended to as well as the lock gate machinery.

Seven pairs of lock gates were rebuilt, a large quantity of new material being used.

Out of the seven pairs, two were spare gates, one for lock No. 1, the other for lock No. 2.

SWING BRIDGES.

The seven swing bridges on this canal were scraped and painted and the swinging machinery was also attended to.

STATIONARY BRIDGES.

There are eight small stationary bridges connected with this canal. Every one of them received more or less attention during the year and bridge No. 8 which spans the old canal above lock No. 5, at Lachine, was replaced by an iron structure manufactured in our shops out of scrap taken out of the old iron and timber bridges now discarded.

WEIRS.

Six vertical swinging oak valves with heavy oak frames were placed in the regulating culverts between north and south basins No. 1.

The regulating weir at lock No. 4 was given a general overhauling.

The strong iron racks at the head of the supply weirs at Lachine which had been seriously damaged by frazil ice in the winter of 1905-6 were rebuilt and put in position again and some of the valves and stop-logs renewed.

WHARFS.

The long wharf on the north side of basin No. 2, above Black's bridge, was thoroughly repaired in the spring and the planking renewed.

Other wharfs were kept in good condition.

BOOMS.

Two new booms 200 feet long by 9 feet in width were built and placed in position on the north side of the canal between lock No. 4 and Côté St. Paul bridge. They have made it possible for heavy vessels to lie alongside of the north wall while waiting their turn to pass into the lock.

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CAST-IRON MOORING POSTS.

During the year 24 permanent cast-iron mooring posts set in concrete were placed as follows :—3 on old lock No. 3, 8 above Seigneurs Street bridge, north side of canal, and twelve between lock 4 and Côté St. Paul bridge, also on the north side.

GOVERNMENT BUILDINGS.

The Mill street shops, foremen's lodgings on Riverside street and the buildings leased to the Canada Horse Nail Company were overhauled.

The floors of the flour sheds Nos. 1, 2 and 3 were repaired and kept in as good condition as possible.

River St. Pierre Culvert and Ditches.

The whole of this stream and the drain continuing it up to Rockfield were carefully cleaned last summer and so were the syphon culverts at St. Henri and above Côte St. Paul bridge and the several ditches along the towpath and berm bank.

Shops.

A considerable amount of work was done at our carpenter, blacksmith and machine shops, which are now fairly well equipped, although the shop buildings no longer answer the requirements, and will have to be renewed at short notice.

CAPITAL.

Rebuilding Slope Walls.

On the authority of an Order in Council, dated May 20, 1906, Messrs. M. J. Haney and Roger Miller were recognized by the Department of Railways and Canals as members of the firm of Quinlan & Robertson, contractors for the work above mentioned.

The new firm have spent the whole year in preparing their plant and will commence building operations early in May.

Dredging.

The only dredging done in the Lachine canal during the year was the removal of about 8,000 cubic yards of clay from basins Nos. 1, 2, 3 and 4. During the rest of the season the dredging fleet was employed elsewhere as follows:—

On August 6 the fleet left for Grenville, where it was employed cleaning and widening the steamboat basin north of the wharf at the canal entrance.

This work, which comprised the dredging of some 20,000 cubic yards of clay, was completed on October 16, when the fleet was transferred to Greece's Point and Carillon, where some cleaning had to be done in the vicinity of locks Nos. 1 and 3.

On the 22nd of the same month the dredge went down to Hudson on the Lake of Two Mountains and removed the wreck of the steamer *Maud*, for the Ottawa River Navigation Company, the cost of this work being borne by the company.

Finally the fleet was taken down to Montreal on the 29th and laid up for the winter.

INCOME.

Concrete Wall along North Side of Basin No. 4.

The contract for this work was awarded to Messrs. Quinlan & Robertson on March 4, 1907, on plans and specifications prepared during the year.

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The Contractors commenced preparations early in March last, and at the close of the fiscal year they were ready to go on with the building operations.

Grading and Finishing Surface on North Side Lock No. 2.

This work consisted of constructing a concrete retaining wall at the west end of basin No. 1, on the north side of lock No. 2, moving and enlarging the office of the engineer in charge, and grading the ground along the lock and adjoining roadway.

The work was performed under contract by Messrs. Quinlan & Robertson.

Widening of Wharf, North Side of North Basin No. 1.

This work comprised the building of a concrete wall 28 feet south of the old north wall of the basin and of the construction of a double ramp, giving access to the wharf from Commissioners street.

It was performed under contract dated November 4, 1904, by Messrs. Quinlan & Robertson, and satisfactorily completed before the end of the fiscal year 1906-07.

Repairs to Leak in Lock No. 1.

The work necessitated here by the leak reported upon during last year comprised the removal of a portion of the old timber bottom of the lock and the replacing of it with concrete, the filling of a deep hole under the south chamber wall also with concrete and the driving of a row of steel sheet piles to form a cut-off at the junction of the old and new work; also the forming, by means of steel sheet piles, of a cut-off above the lock and extending it around the spur wall and up to the north wall of south basin No. 1, as well as through the neck of land between north and south basins No. 1.

This work is still under progress, and will probably be completed about the end of May, 1907.

Electric Installation.

The machinery prepared during the previous year for the electric operation of lock gates by Messrs. Lymburner & Matthews has been entirely almost placed on the gates of the various locks.

At the end of March last the motors, transformers, switches, &c., had still to be installed.

It is expected that the work will be completed within a short time from the date of writing.

SOULANGES CANAL.

Length, 14 miles; 5 locks, 270 x 45 feet; 15 feet of water on sills; total rise, 84 feet.

Repairs and Renewals.

The structures on the Soulanges canal being still comparatively of recent date do not as yet require a large amount of repairs to be kept in proper working order.

There is therefore nothing of importance to be recorded under the above head. Most of the work done on this canal during the year having been performed under the head of income as described below.

INCOME.

Wharf at Lower Entrance.

Under an agreement entered into between the department and the Harwood estate it had been the practice of late to moor barges loading stone, from a quarry on the

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Harwood property along the north side of the entrance pier here, where they were in the way of vessels coming in and out of the lower lock. It was therefore decided to provide a wharf for these stone barges in the bay to the south of the canal entrance.

This pier is 200 feet long, 20 feet wide, for a length of 50 feet and 16 feet wide in the remaining portion of its length. The top is level at a height of 15 feet above low water mark for 50 feet and then slopes down to 9 feet above low water at the shore end.

The pier is of cribwork, built solid from end to end, the depth of water at the outer end being nine feet at summer level.

The space between the shore and the pier as built is being used as wasting ground for the canal quarry and will be filled up before long, easy access to the wharf from the quarry being thus provided. In the meantime an inclined trestle is being used to get on the wharf.

This work was done under contract by Messrs. Quinlan & Robertson.

Lodgings for Electricians.

Plans and specifications for three lodgings for the canal electricians were prepared during the year and the contract for the same awarded to Mr. Th. Belanger of Valleyfield, in the fall.

The excavations for the cellars and the foundation walls were done by the canal staff in September last, but nothing had been done by the contractor on the 1st of April, except the delivering of the materials on the ground.

Gasolene Tug.

The contract for the twine gasolene engines for this tug was awarded to the Valleyfield Engine Works last winter.

The machines were not quite ready for delivery at the end of the fiscal year.

These engines are of the four cycle type with 4 cylinders each, reversible clutches pump spark igniters, &c., and are guaranteed to develop 25 brake horse-power each.

The hull had been built during the fiscal year 1905-6.

Ladders in Lock Sluice Wells.

Iron ladders were inserted during the winter in the walls of the sluice well at each of the locks on this canal.

In connection with this and future work of the same nature an air compressing plant and two drills were purchased. Considerable economy will be realized by the use of these appliances.

Power House and Shops.

Minor alterations were made in the electric power house and at the shops, such as the replacing of ordinary knife switches by oil switches, changing the mode of wiring, installing new transformers and changing motors from temporary to permanent positions.

Ditches.

A large amount of stoning and sodding of ditch slopes was done during the year. The greater part of this work was at Tremblay's gully, and on the ditch along the north side of the canal from lock No. 3 upwards.

BEAUHARNOIS CANAL.

Length, $11\frac{1}{4}$ miles; 9 locks, 200×45 feet; 9 feet of water on sills; total rise $82\frac{1}{2}$ feet.

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This canal is only being used for a few market boats and stray barges. The staff has been reduced to one man at each lock and isolated bridges and the three men in charge of ferries.

Repairs and Renewals.

The chief items of work performed here under this heading during the year may be summarized as follows :—

Renewing a number of beams in the swing-bridge at Valleyfield and laying a new floor, also renewing the flooring of the bridge between St. Timothy and Grande Ile.

Placing new foot bridges on several lock gates, the timber used here was oak from spare lock gates which had been submerged in the canal a number of years ago.

Renewing roofs of lock houses Nos. 11 and 12, macadamizing two miles of road along Hungry Bay dyke.

Overhauling telephone line and purchasing new instruments.

Replacing old timber valves in waste weirs Nos. 2, 3, 4, 5, 6, 7 and 8 by sheet iron ones.

Building 500 feet of dry wall on the north side and 100 feet on the south side of the entrance at Valleyfield.

Quarrying a large quantity of stone for macadam and crushing the same.

Replacing timber bridges at 14 farm crossings by stone structures. This work was commenced in 1905-6.

Repairing Leak in Canal Bank above St. Timothy Bridge.

A deep bed of boulders lies here diagonally across the channel. The clay covering had been gradually washed away and in November the water found its way through it under the north bank, which at one time seemed to be in danger of being carried away. The canal was unwatered and repairs commenced at once, a trench being cut through the bed and filled with good puddle clay. The work will be completed during the present spring.

INCOME.

Weir in the Hungry Bay Dyke at St. Stanislas.

In order to comply with the requirements of a certain proces-verbal for a new water course in the parishes of St. Barbe and St. Stanislas, the Hungry Bay dyke was cut through last fall and a culvert built. This structure which is of concrete extended the full width of the roadway with a cross section of 6 x 5. At its upper end checks are provided in the side walls to receive stop-logs. These logs are to be placed in every time the Lake St. Francis waters reach such an elevation as to flood the farms to the south of the dyke. At all other times the opening is to be kept open in order to allow the surface water on the farms to find its way to the drain along the St. Barbe dyke lately built by this department.

The work here described will reclaim a large area of wet land which had been unutilized for years.

CHAMBLY CANAL.

Length, 12 miles; 9 locks, 118 x 22½ feet; 6½ feet of water on sills; total rise 74 feet.

Repairs and Renewals.

The principal items of work performed under this heading during the year were as follows :—

1st. Building a pair of gates for lock No. 2 and taking apart a number of old gates which had been kept under water for some time.

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2nd. Renewing the timber approaches to bridges 2, 5, 6 and 7.

3rd. Overhauling long wharf at the Chambly entrance and repairing wharf at the Chambly Canton; also providing two floating platforms in the St. Johns entrance for the convenience of boatmen.

4th. Cleaning, widening and deeping about 9,000 lineal feet of ditches on both sides of the canal and lining the slopes of the deepest ones with stones, notably the ones at the foot of St. Therese island and at Denault's farm on the east side.

5th. Repairing a culvert at McNally's farm which had given way during the summer. This culvert which is of timber will have to be rebuilt next year.

6th. Renewing guard houses at locks 7 and 8 and at bridge No. 3. The new houses present a very neat appearance and are much more comfortable than the old ones.

In addition to the above, considerable work was done in keeping the banks, roads, lock and lock gates, buildings, fences, shops, &c., in good order.

INCOME.

Strengthening Bank at Ste. Therese.

This work, which had been commenced in 1905, was continued during 1906-7, some 1,300 cubic yards of wall being built from May to November. There still remains a length of about 1,000 feet to be treated in the same manner.

MACADAMIZE.

Road West side of Canal.

The macadamizing of the remaining 600 feet of the public road along the west side of the canal between St. Luc and the town of St. John was completed last fall. The total length of macadam laid in the last four years is $2\frac{1}{4}$ miles.

Macadamizing Towpath.

This work will be practically completed next summer. During last year about $2\frac{1}{2}$ miles of roadway were done, except the rolling of the metal which will be performed in June and July next.

Guard House at Bridge No. 7.

A new guard house was erected at bridge No. 7. It is a 24 x 24 feet, one and a half story building with extension kitchen.

ST. OUR'S LOCK.

Length of canal, $\frac{1}{2}$ mile; one lock, 200 x 45 feet; 7 feet of water on sills; total rise, 5 feet.

Repairs and Renewals.

The various structures on this canal were kept in good repair throughout the year, the principal items of work performed being as follows :—

All the old booms above and below the lock were overhauled and such of the timber piers as are not to be rebuilt in concrete during the coming fiscal year put in a safe condition for the present season of navigation.

A new and spacious shed was erected on the east side of the lock for receiving freight as well as for housing towing horses.

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INCOME.

The old cribwork piers on the east side of the upper entrance, five in number, were taken down to the low water mark and rebuilt with concrete and some 300 feet of the guide booms spanning the spaces between the piers were also renewed.

All of the structures in the upper entrance to the lock are now of a permanent nature, and their maintenance will only require slight expenditure for a number of years to come.

CARILLON AND GRENVILLE CANALS

Carillon Canal.—Length, $\frac{3}{4}$ miles; 2 locks, 200 x 45 feet; 9 feet of water on sills; total rise, 16 feet.

Grenville Canal.—Length, $5\frac{3}{4}$ miles; 5 locks, 200 x 45 feet; 9 feet of water on sills; total rise, $43\frac{3}{4}$ feet.

Both of these canals are under one overseer. They are separated by a stretch of navigable river about five miles long and between them is to be found the old Chute à Blondeau lock, which was abandoned at the completion of the dam at the head of the new Carillon canal in 1883, the rise at the old lock having been practically obliterated.

Repairs and Renewals.

No repairs or renewals of great importance were done here during the fiscal year just expired.

The chief items of work performed were as follows:—

Completing the new carpenter shop.

Repairing lock walls and lock gates.

Renewing the top portion of piers 1 and 3.

Repairing booms.

Building two scows.

Hanging a pair of new gates on lock No. 3.

Repairing canal banks and slope walls.

Building a drain at Derricks farm, Stonefield.

INCOME.

Grenville Wharf.

This work was completed during the year by the placing of waling pieces on the face of the concrete walls and by the cleaning and widening of the basin on the north side of the wharf.

Swing Bridge at Grenville.

The old wooden bridge at the foot of the guard-lock was replaced by a steel structure, the contractors for it being the Phœnix Bridge and Iron Works of Montreal.

The above works were supervised by Mr. J. F. Lemire, C.E., who also made a plan showing depths of water along the south shore of the Ottawa river, both above and below the Carillon dam, with a view to establishing the amount of power that can be developed at that point.

STE. ANN'S LOCK.

Length, $\frac{1}{2}$ mile; 1 lock, 200 x 45 feet; 9 feet of water on sills; total rise, 3 feet.

Old lock still available, 200 x 45 feet; 6 feet of water on sills; total rise, 3 feet.

Repairs and Renewals.

Besides keeping both locks and other structures in good repair, the following works were performed here from July 1, 1906, to March 31, 1907:—

A new boom about 100 feet in length was built and placed in the gap between the end of the north wall of the upper entrance and the first guide pier above it.

Out of the six guide piers on the north side of the upper entrance two were entirely rebuilt from the top to one foot below low water line, and the rebuilding of the others was well under way at the close of the fiscal year.

SURVEYS, QUEBEC CANALS.

A considerable amount of work was done during the year in connection with surveys, investigations of claims, &c.

In a number of cases plans had to be prepared.

The electric installation on the Lachine canal, income and capital work on the Soulanges, Beauharnois, Chambly and St. Ours were supervised by Mr. L. S. Pariseau.

Income and capital work on the Lachine canal is under immediate direction of Mr. H. R. Lordly, while Mr. J. T. Lemire looks after the income work on the Carillon and Grenville canals.

Repairs to Vessels.

Besides the ordinary repairs required to keep the various vessels composing the dredging fleet in good condition, the following renewals and additions were made during the fiscal year just passed.

Dredge No. 2.—Putting in new smoke stack, new canvas cover on roof of upper cabin and one set of main hoisting clutches.

Derrick No. 2.—Putting in a new engine frame.

Tug *Frank Perew*.—Building new pilot-house, putting in new steel rudder and steam steering gear.

I have the honour to be, sir,
Your obedient servant,
(Sgd.) ERNEST MARCEAU,
Superintending Engr. Que. Canals.

QUEBEC CANALS.

STATEMENT of the closing of Navigation.

Names of Canals.		Closing.	
Lachine Canal.....	4th December,	1906	
Soulanges Canal.....	4th "	1906	
Beauharnois Canal ..	30th November,	1906	
Chambly Canal.....	30th "	1906	
St. Ours Canal.....	28th "	1906	
St. Anne Canal.....	30th "	1906	
Carillon and Grenville Canals ..	30th "	1906	

Fiscal year 1906-7 being made to close March 31, the dates of opening of navigation will for 1907 be inserted in statement for fiscal year 1907-8 only.

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LACHINE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of New Lock No. 1 at lower entrance and New Lock No. 5 at upper entrance during the fiscal year ending March 31, 1907.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 5, UPPER SILL.			
	Highest		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1906.								
July.....	18	0	15	6	17	2	15	9
August.....	15	8	14	6	15	8	15	2
September.....	14	10	14	0	15	3	14	6
October.....	15	5	13	5	15	4	14	8
November.....	15	1	14	0	15	3	14	0
December.....	31	8	14	5	17	0	14	10
1907.								
January.....	28	1	23	7	17	1	14	8
February.....	27	0	24	6	17	2	15	0
March.....	30	6	26	0	18	8	14	1

SOULANGES CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 1 at lower entrance and Lock No. 5 at upper entrance during the fiscal year ending March 31, 1907.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 5, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1906.								
July.....	18	8	17	5	16	9	16	8
August.....	17	5	17	0	16	8	16	4
September.....	17	0	16	7	16	7	16	2
October.....	17	0	16	7	16	6	16	2
November.....	17	0	16	7	16	5	16	0
December.....	19	7	16	9	16	5	16	1
1907.								
January.....	20	2	19	2	16	9	16	2
February.....	25	9	19	8	16	9	16	4
March.....	25	6	21	9	18	0	16	4

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BEAUHARNOIS CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 6 at lower entrance and Lock No. 14 at upper entrance during the fiscal year ending March 31, 1907.

Months.	LOCK NO. 6, LOWER SILL.				LOCK NO. 14, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1906.								
July.....	11	4	9	8	11	7	11	4
August.....	10	0	9	8	11	4	10	11
September.....	9	8	9	5	11	3	10	8
October.....	9	6	9	4	11	0	10	7
November.....	9	7	9	5	11	2	10	2
December.....	12	6	9	7	11	7	10	7
1907.								
January.....	18	0	11	4	12	0	10	8
February.....	22	0	16	10	12	1	11	2
March.....	21	0	13	10	12	10	11	1

CHAMBLY CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 9, at lower entrance, and Lock No. 1, at upper entrance, during the fiscal year ending March 31, 1907.

Months.	LOCK NO. 9, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1906.								
July.	12	0	10	6	9	7	8	6
August . . .	10	6	9	2	8	9	7	10
September. .	9	6	8	6	8	1	7	2
October.....	9	4	8	3	8	11	6	11
November. . .	9	6	8	1	8	1	6	6
December.....	9	6	8	4	8	3	7	10
1907.								
January.....	11	11	9	6	9	3	8	1
February.....	11	10	10	2	9	1	8	7
March.	19	10	10	2	10	5	8	1

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ST. OURS LOCK.

STATEMENT showing the depth of the river water on the mitre sills of St. Ours Lock during the fiscal year ending March 31, 1907.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1906.								
July.....	10	8	8	4	10	3	9	4
August.	8	3	7	0	9	4	8	6
September.	7	4	6	4	8	8	8	3
October	7	4	6	2	8	7	7	10
November.....	7	5	6	4	8	11	7	11
December...	9	9	7	1	8	6	8	0
1907.								
January.....	11	2	9	0	9	7	8	7
February.....	12	0	10	7	9	2	8	8
March	19	0	11	2	15	2	8	8

GRENVILLE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 3 at lower entrance, and Lock No. 7 at upper entrance during the fiscal year ending March 31, 1907.

Months.	LOCK NO. 3, LOWER SILL.				LOCK NO. 7, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft	In.	Ft.	In.	Ft.	In.
1906.								
July.....	18	10	14	6	16	0	11	10
August.	14	6	12	10	11	10	10	3
September.....	12	9	12	1	10	0	9	0
October.....	12	10	12	1	10	2	9	2
November.....	13	1	12	7	10	3	9	10
December.	15	5	13	1	10	3	9	8
1907.								
January.....	18	10	12	11	10	5	10	0
February.. . . .	23	6	18	1	10	0	9	2
March...	23	4	17	0	15	6	9	2

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CARILLON CANAL.

STATEMENT showing the depth of the river water on the mitre sill of Lock No. 1 at lower entrance, and Lock No. 2 at upper entrance, during the fiscal year ending March 31, 1907.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 2, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1906.								
July.....	15	4	12	5	14	7	11	4
August.....	12	5	11	2	12	2	10	0
September.....	11	4	10	7	10	5	9	0
October.....	12	2	10	7	10	7	9	10
November.....	12	5	10	11	10	8	10	4
December.....	12	4	11	6	13	6	10	7
1907.								
January.....	12	7	11	6	13	10	13	4
February.....	14	5	12	3	13	0	10	4
March.....	17	5	12	5	15	4	10	0

STE ANNE LOCK.

STATEMENT showing the depth of the river water on the mitre sills of the Ste. Anne Lock, during the fiscal year ending March 31, 1907.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1906.								
July.....	12	2	10	10	13	9	11	3
August.....	10	9	10	0	11	2	10	2
September....	10	2	9	8	10	1	9	5
October.....	10	2	9	9	10	0	9	6
November.....	10	3	9	8	10	3	9	11
December.....	12	4	9	7	10	9	10	1
1907.								
January.....	12	10	11	4	11	2	10	2
February.....	12	5	11	1	12	4	11	3
March.....	14	2	10	4	14	10	11	1

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LACHINE CANAL.

STATEMENT of Fines and Damages, for the fiscal year ending March 31, 1907.

Date.	Name of Vessel.	Name of Owners.	Fine.	Damages.	Remarks.
1906.			\$ cts.	\$ cts.	
May 30..	Str. <i>Wahcondah</i> ..	New Ontario SS. Co.	.....	3,900 76	Damages to upper gates lock 2.
June 20..	" <i>Orion</i>	G. S. Thom.....	.....	1,260 39	" " 4.
Aug. 28..	" <i>Dundurn</i>	R. O. and A. B. Mac-Kay.	.....	1,088 67	Damages to four gates lock 4.

SOULANGES CANAL.

STATEMENT of Fines and Damages for the fiscal year ending March 31, 1907.

Date.	Name of Vessel.	Name of Owners.	Fine.	Damages.	Remarks.
1906.			\$ cts.	\$ cts.	
Sept. 4..	Str. <i>Turret Crown</i> ...	Turret SS. Co	.....	*100 00	Damages to coping, lock No.5
Nov. 23..	" <i>Keefer</i>	Great Lakes and St. Lawrence Co.	.....	100 00	Damages to coping of guard gate.

*Deposits made.

ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE,
CORNWALL, April 1, 1907.

SIR,—I beg to submit my annual report upon works of construction and survey, in connection with the enlargement of the St. Lawrence Canals, for the fiscal year ending March 31, 1907.

RAPIDE PLAT CANAL.

Morrisburg Power Plant.

[A lease was granted on February 23 last, to the corporation of the village of Morrisburg, for the purpose of generating electrical power and transmitting the same for lighting and manufacturing purposes, to the extent of eleven hundred (1,100) horse-power.

In this connection a contract was entered into between the corporation of Morrisburg and Mr. Wm. Birmingham, contractor, for the construction of sluiceways or supply weir and a power-house, the nature of the work being subject to the approval and supervision of the government engineer.

This work was commenced on May 11, 1906, and is now almost completed and ready for operation.

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GALOPS CANAL.

Iroquois Section.

The contract for this work was awarded to Messrs. Larkin & Sangster. The work commenced on May 20, 1897, and was completed in November, 1902.

The final estimate was returned on October 31 last. The final plans, diagrams and detail calculations are being copied and will shortly be completed.

Upper Entrance.

This contract was awarded to Messrs. Murray & Cleveland in November, 1888. The works of construction proceeded with during the past year, are as follows :—

Earth Excavation.—The dredging operations were resumed on June 29, 1906, and carried on to July 10, 1906, when the dredge was removed to the North Channel. They were continued again on November 7 and stopped on December 1 for the season owing to the severity of the weather.

Two watering places, one at McLaughlin's Hill, and the other below the Guard Lock, were constructed.

Masonry.—A protection wall was constructed on the north side, at the upper entrance of the canal. As originally designed, this protection wall was to be a heavy dry masonry wall, but, owing to the difficulty of securing and cutting the necessary face stones in time to complete the work last season, the contractor was allowed to substitute concrete and stone, at the specified price for dry masonry.

This work was completed on November 21 last, and shows at the present time to be in perfect condition.

A masonry beam culvert (12-foot span) was constructed on the north side of the canal at McLaughlin's creek and connections made with the stone protection east and west of same.

Broken stone and concrete, four (4) feet wide was placed in rear of the coping of the walls of the new lock on September, 1906, and in November the levelling and the trimming up around the lock was commenced, and discontinued on December 1, owing to the severity of the weather.

Stone filling.—Around the icebreaker of the Upper Entrance pier, to form a protection for the heavy ice shoves which occur every spring, heavy blocks of stone were placed, while these proved to be of great benefit a number of them were dislodged this spring by the heavy floes; a more permanent method of protecting the end of the pier will require to be adopted; already two or three stones in the footing course of the icebreaker (laid dry) were torn out by the ice. Unless something is done it is likely that in the course of time the whole of the icebreaker will suffer materially.

Sweeping.—In September last the whole of the prism of the canal between the new lock and the upper entrance was thoroughly swept to one foot below the mitre sill of the Guard Lock, and the result revealed that a considerable amount of cleaning up required to be done to complete the work, though no obstructions to navigation were found, except the blasted rock lying along the toe of the north side of the channel at the Upper Entrance, the removal of which will receive immediate attention.

The work now remaining to complete this contract consists, as follows :—

Trimming and sodding of bank and slopes on north side of canal from McLaughlin's creek culvert to upper entrance, a distance of about 2,100 lineal feet; stone protection on the north side east of the Guard Lock, for a distance of about 640 lineal feet; the final levelling up of the filling between the new Guard Lock and the weir and the surface to be sodded; a service bridge to be placed over culvert at McLaughlin's creek; a small quantity of stone filling and stone protection to be placed

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at west end of detached cribs across Round Bay, to form connection with shore; a small quantity of blasted rock to be removed by dredge at toe of slope on the north side of the upper entrance, and the final cleaning up of the prism by dredge throughout the entire section.

There also remains to be done about 2,700 lineal feet of fencing, and a small quantity of stone blocks to be placed for the protection to the icebreaker at upper entrance pier.

Good progress is being made with the work of preparing the final estimate.

Removal of Shoals in River West of Upper Entrance of Galops Canal.

In September and October last a survey was made to ascertain the nature and extent of the work to be done to render the channelway west of the Upper Entrance to the canal safe for vessels navigating the river.

Soundings were taken and a plan and estimate were prepared and forwarded to the department. An appropriation for the work was granted and tenders will be called for as soon as possible for the prosecution of this work.

North Channel.

The contract for this work was awarded to Mr. M. A. Cleveland and was commenced on May 14, 1897.

Earth excavation.—The dredging operations were resumed on July 11, 1906, on the south side of channel above Drummond Island, and continued there at intervals until August 28, when the dredge was moved to the north side above Spencer's Island, casting material for forming a toe to stone protection to slope in rear of the concrete and stone wall, thus forming a beach or long flat slope to said protection. This work continued until September 22 and then resumed work on south side of channel above Drummond Island and completed the widening of prism on November 7.

Cribwork.—From July 3 to 7, eight (8) cribs 30 x 20 feet were sunk in place at head of Spencer's Island, the closing crib was sunk in place on October 16, one crib 30 x 20 feet for the substructure of a mooring pier at Drummond Island was sunk in place on October 24 between Spencer and Drummond islands, two ice-arresting cribs, for the purpose of protecting the stone protection on the slope of the channel east, were sunk in place on October 24 and 25, thereby completing this class of work on the section.

Concrete and stone masonry.—The work of placing a concrete and stone wall on top of the cribwork above Spencer's Island, and the building of an icebreaker on top of the lighthouse crib was commenced on July 30, and completed on August 28.

At the head of Spencer's Island the remaining portion of this work was completed on October 23.

From November 2 to 23 a concrete superstructure was placed on top of the ice arresting cribs between Spencer and Drummond islands.

British Columbia pine.—Stringers were placed in front of the concrete and stone wall at head of Spencer's Island from Sta. 87+50 west.

Also on the superstructure of the two ice-arresting cribs between Spencer and Drummond islands.

Stone filling.—In addition to the ballast in the cribs at the head of Spencer's Island and on the ice-arresting cribs between Spencer and Drummond islands, a large quantity of filling was done in rear of the wall above, and at the head of Spencer's Island. The levelling of this filling will be completed without delay.

It was expected that the greater part of the work remaining to be done on this contract would be completed by the end of this season, but, owing to the inclemency of the weather and the general high water, this becomes impracticable.

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The work now remaining to be done to complete the North Channel consists in closing a gap in the concrete and stone masonry on the south side of the channel at Drummond Island; building reinforced concrete arches over the two spillways on the north side of the channel; grading, levelling and sodding the slopes in rear of the cribwork at head of Spencer's Island; levelling up the filling in the icebreaker pier above Spencer's Island, and the general cleaning up of the section. The completion of this work will be prosecuted with as little delay as possible.

'CUT DAM.'

Concrete and stone masonry.—On July 25, 1906, the placing of a concrete and stone superstructure on top of the dam was completed.

The work now remaining to be done consists in completing the stone filling in rear of the dam and levelling the approaches on either side, and fencing in a small area of government property on Adam's Island adjoining the dam.

It was intended that the whole of this contract would have been completed by the end of the present fiscal year, but, owing to the scarcity of labour, the severity of the weather and the prevailing high water, operations were delayed. However, the small amount of work remaining to be done is now being prosecuted as rapidly as can be expected. The work on the final estimate for this contract is also being attended to.

GALOPS RAPIDS IMPROVEMENT.

This work has been under contract with the Gilbert Bros. Engineering Company, Limited, since September 25, 1897.

During the past season the work performed is as follows :—

Lower bar dredging.—The work of removing the bank of loose rock accumulated ahead of the dredging, within the limits of the channel, was completed so far as sounding indicated, on July 6, 1906. The contractor's plant was immediately removed from the channel and preparations for testing by sweeping the entire work begun on July 3. and were completed on July 16.

Testing channel.—The testing of the channel and its approaches commenced on July 17 and was completed on August 15. Many projections above the grade line were found. These projections were subsequently removed from North, Caledonia and Island Shoals and Lower Bar.

North and Caledonia Shoals.—Owing to the reduction in the level of the water surface on these two shoals, it was found necessary to reduce the level of the grade line six (6) inches, during the course of removing the points above the grade line.

Removal of obstructions.—The work of removing the points projecting above the grading on the above mentioned shoals commenced on August 23, and after its completion, the areas over which points had been found above grade line were retested, all work being completed on September 30. The redredging and retesting was considerably delayed owing to the necessity of dismantling the testing apparatus when the tug was required for placing the dredge, and to refit the apparatus to the tug when testing was required on each shoal.

Upper Bar.—In testing the channel through the Upper Bar a great many points above the grade line were found, some of which being as much as two (2) feet above the required bottom. Though it was urged that these points be removed, instructions were given that no more outlay would be made on this work, and this part of the channel would have to remain in its present condition. The available depth of water over the high points on the Upper Bar is 10.60 feet at the lowest stage of the water

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which has been known to occur on November 23, 1901, near the end of the season of navigation.

Western approach.—In roughly testing the western approach of the Galops Rapids channel, several places with less than 13·60 feet at low water were found.

Eastern outlet.—In testing the eastern approach or outlet of the channel, a sufficient depth of water was found to accommodate any vessel which can use this channel.

Profile of water surface.—On July 19 last, levels were taken over the water surface at intervals of 100 feet, or less, on the centre line of the channel through the rapids, giving a continuous profile of the water surface from the basin above the rapids to the pool below the same, in order to ascertain the probable depth of water available for navigable purposes. This profile was taken when the water in the river was at a high stage, and in order to arrive at a conclusive and satisfactory test, a profile will require to be taken when the river is at a low stage.

Navigable depth.—At the present high stage of the river, the points which govern the navigable depth of water in this channel are on Upper Bar, over which there is about 14·30 feet of water, and the extreme low water of 10·60 feet, noted on November 23, 1901, which, however, occurs at the latter end of the navigable season.

Buoying.—It is proposed to have the Department of Marine and Fisheries buoy out the channel at an early date.

Gauge.—For the guidance of navigators, a self-reading gauge will be placed on one of the guide piers at the lower end of the North Channel. This gauge will indicate the available depth of water in the Galops Rapid channel and enable masters of vessels to make up their minds as to which channel suits them best, *i.e.*, the Galops Rapid channel, or the channel of the upper entrance of the Galops canal leading to the river lock No. 28.

Safety of navigation.—Under the present conditions of the river water, it may safely be expected that from 13 feet to 15 feet of water can be obtained for navigable purposes through the Galops Rapid channel, except at such exceptional periods, similar to that mentioned above, when abnormal water occurs throughout the River St. Lawrence.

The work of preparing the final estimate for this contract is nearing completion.

In view of the fact that the government has decided that no more money would be granted for the work, the contractors are making preparations to dispose of all their plant.

I am, sir,

Your obedient servant,

L. N. RHEAUME,

Engineer in Charge of St. Lawrence Canals.

M. J. BUTLER,

Deputy Minister and Chief Engineer,
Ottawa, Ont.

SESSIONAL PAPER No. 20

ST. LAWRENCE CANALS.

OFFICE OF THE SUPERINTENDENT,
CORNWALL, ONT., April 3, 1907.

SIR,—I have the honour to submit herewith, the annual report on the maintenance and operation of the canals in the St. Lawrence district for the period ending March 31, 1907.

These canals were all operated throughout the season of 1906 without interruption to navigation, and without serious damage; and were closed on December 6, a season of 234 days, being the longest of which there is any record.

THE CORNWALL CANAL.

The back ditches running along and into the Tait, Martin and Marsh farms on the south side, and the Robertson and Tackaberry farms on the north side, were all cleaned out and kept in good running order.

During the summer noxious weeds were kept down by cutting. There are about 250 acres of canal banks and lands to be kept clean.

The heavy rains in the early part of the season affected the outer bank just west of lock 18 very seriously. It has always been a doubtful spot, and when a couple of small slides occurred after these rains, the bank was investigated and found saturated with water. In order to get rid of it, and to provide against a landslide in the future blind drains of a total length of 280 feet were put in. No sign of sliding occurred afterwards.

The telephone line was renewed to the extent of 100 new poles; further work along this line will be done from year to year until the whole line has been gone over.

Two of the black spar buoys in 'the lake' had slid out into deep water, and the third one had been broken off short. They were taken up and replaced by new ones in correct position.

All structures and machinery requiring painting were painted.

All the swivel bearings carrying the drive shaft for the gate mechanism were replaced with adjustable ones, calculated to take up the wear on the chain and chain wheel.

Two new top bridges were put on the gates at lock 19, and one at lock 20.

The weir bridge at lock 20 was refloored.

During the winter the old gates from lock 21 were rebuilt for spare gates and remodelled to meet present requirements of electrical machinery.

The foundation of a concrete transformer house, to replace a wooden one, burned, was put in, and the house will be finished the first thing the coming season.

Fifteen iron snubbing posts, set in a block of concrete, were put in along the north bank between Pitt street and Amelia street, and on the south side of old locks 15 and 16.

Mr. W. M. Leacy completed his contract for riprap and filling in around the foot of the canal. The work was well done, and the banks, roads and walks show up in good condition after a hard winter's test.

THE WILLIAMSBURG CANALS.

All the back ditches and farm ditches were cleaned out during the summer; also about 300 acres of canal lands and banks kept free from noxious weeds by cutting.

During the summer a fissure developed along the line of the municipal water pipe under the flume at Iroquois. It led under the retaining wall and out into the tail-race around the side of the power house.

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The water in the flume was lowered and a pump put to work to keep the water in the pocket just below the weir valve down. Then this pocket, to an elevation higher than the top of the water pipe, was filled up with concrete, effectually stopping the leak.

On the outside, just below the 'lift lock,' the wash of the river had worn a considerable indentation in the canal bank. A heavy boulder toe was put in to strengthen the bank and prevent the wash. Levelling and rimming at lock 24 was completed and a concrete backing put in; also three iron snubbing posts set in concrete blocks.

Since the enlargement of the canal, the old lock at Iroquois is cut off from the navigable canal. It serves as a tailrace for the overflow weir, so must be maintained in good condition. The old gates on it were dismantled and taken down, and all the walls and wing walls carefully gone over and pointed.

A reinforced concrete bridge 22 feet wide and 6 feet long was built across the back ditch opposite the weir at Iroquois.

Minor damages were done to the northeast entrance pier at Farran's Point on two occasions. These were repaired and charged to the vessels doing the damage. The diminished amount of damage done to this pier during the last two seasons is very noticeable and it can only be attributed to more careful handling of vessels. While this entrance is not by any means an ideal one, it is being shown from day to day that it can easily be safely made by careful navigators.

Mr. John O'Leary carried on his contract for repairs to the south bank of the Galops canal vigorously, and has it almost completed, a few thousand yards of earth, and a thousand lineal feet of riprap alone remaining to be done.

On November 20, 1906, a contract was entered into with Mr. Geo. Begy, to rebuild the retaning walls of the back ditch at Iroquois. The date was so close to the end of the season that there was no opportunity for work before the frost set in; but during the winter material was got on the ground in readiness for an early start in the spring.

THE MURRAY CANAL.

The banks and reserve lands here make a farm of 100 acres on which noxious weeds must be suppressed.

The work of maintaining the works on this canal was extremely light, and was successfully conducted without the aid of an overseer.

The ditches were cleaned, and the banks maintained in good condition, and a new watering place built on the north side near the Brighton road bridge.

Oak walings were placed on the abutments and retaining walls on the south end of the bridge at the Smithfield road and the Trenton road.

The bridgeman's residence at the railway bridge was thoroughly overhauled and put into an excellent state of repair, a kitchen and woodshed, cistern, well and stable were built.

A verandah was built on the bridgeman's residence at Smithfield bridge, and the well repaired.

On October 20, 1906, a contract was entered into with Mr. R. Weddell to rebuild the superstructures of the entrance piers of concrete. The work was pushed along, and before winter put a stop to it, all the piers on one side at the eastern end had been torn down and eight of them rebuilt. During the winter snubbing posts, irons, fenders, beams, &c., were got out.

Statements of water levels, fines and damages and traffic are appended.

I have the honour to be, sir,

Your obedient servant,

W. A. STEWART,

Superintendent.

M. J. BUTLER, Esq., C.E.,

Deputy Minister and Chief Engineer,

Department of Railways and Canals,

Ottawa, Ont.

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STATEMENT of Lockages on, and Vessels passing through, the St. Lawrence Canals,
during the Season of 1906.

Canal.	NUMBER OF VESSELS.			Lockages
	Down.	Up.	Total.	
Cornwall.....	2,220	2,407	4,627	3,285
Farran's Point.....	17	1,639	1,656	904
Rapide Plat.....	153	2,149	2,302	1,793
Galops.....	85	2,059	2,144	1,233
Lift Lock.....	1,613	428	2,041	1,499
Murray.....	361	409	770	

STATEMENT of Fines and Damages incurred on the St. Lawrence Canals during the
Nine Months, ending March 31, 1907.

CORNWALL CANAL.

Structure.	Date.	Name of Vessels.	Damage.	Fine.	Name of Owner.	Remarks.
	1906.		\$ cts.	\$ cts.		
Excessive speed.....	July 28..	Prescott.....		30 00	R. & O. Nav. Co.....	Paid.
".....	Sept. 1..	".....		30 00	".....	"
Lock 17.....	Aug. 30..	Brockville.....	54 75		".....	"

WILLIAMSBURG CANAL.

	1906.		\$ cts.			
Lock 22, Pier. . . .	Aug. 27..	Ceylon.....	265 37		Calvin Co.	Unpaid.

MURRAY CANAL.

GRAIN passing through Canals, transhipped at:—

Kind.	Kingston.	Prescott.	Ogdensburg.	Total.
	Bush.	Bush.	Bush.	Bush.
Wheat.....	7,996,701	612,300		8,609,001
Corn.....	1,059,715	81,250	25,000	1,165,965
Barley.....	851,376	90,166		941,542
Flaxseed.....	2,783,120	629,720		3,412,840
Oats.....	1,853,766	372,942		2,226,708
Other grains.....	116,859	25,000		141,859
	14,661,537	1,811,378	25,000	16,497,915

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WELLAND CANAL.

SUPERINTENDING ENGINEER'S OFFICE,

ST. CATHARINES, March 31, 1907.

SIR,—I have the honour to report upon the maintenance and operation of the Welland canal and its branches for the fiscal year ending March 31, 1907.

The canal was closed for navigation on December 17, 1907.

One serious accident occurred during the year. The steamer *Nipigon*, bound up, July 21, 1906, carried away the upper gates and one lower gate of lock No. 16, and both the upper gates of lock No. 15 which were being closed at the time. All of these gates were badly damaged. The cost of making repairs amounting to \$4,792.50 was paid by the steamer. Navigation was delayed for 42 hours.

Improvements to Canal.

Messrs. Magann & Phin completed their contract for 'Deepening certain portions of the summit level.'

Mr. J. Battle completed his contract for placing 'Stone protection' on certain portions of the summit level where the old stone has washed away.

Mr. Joseph Battle commenced work last fall building a concrete retaining wall portions of the summit level where the old protection had washed away.

Mr. Joseph Battle commenced work last fall building a concrete retaining wall on the east side of the rock cut at Ramey's Bend, and is pushing the work vigorously this spring.

Mr. E. Conroy, who undertook the contract of renewing the superstructure of the east pier at Port Maitland has not as yet started work, but a quantity of the timber required has been delivered. The heavy storms of last fall and winter on Lake Erie did considerable damage to the pier, and the renewal work will be much more extensive than anticipated.

Mr. M. J. Hogan, under contract for building culvert, dock and turning basin at Welland has made good progress, and is now pushing the work energetically.

The lock gate operating machines have not yet been installed, but tenders are now being invited for the necessary machines, motors, &c.

The electric lighting plant has been in continuous operation.

PORT COLBORNE IMPROVEMENTS.

Messrs. Hogan & Macdonell have made some progress with the excavations in the harbour, and are now cleaning up the entrance between the breakwaters.

Mr. M. J. Hogan has nearly completed his contract for 'New docking along west pier.'

Messrs. Peter Lyall & Sons, the contractors for the elevator are getting their material on the ground, and will soon be ready to commence active work on the building.

OLD CANAL.

New concrete abutments were built last fall and the swing bridge formerly across the old canal at Allanburg has been placed in position at O'Neil's crossing in lieu of the old bridge which was very much dilapidated.

At Chippawa new concrete abutments have been built to replace the old wooden ones at the swing bridge. The wooden span at the south end of the bridge has been rebuilt.

A reinforced concrete bridge was built across the raceway at Lincoln avenue, and two others across the back ditch of the feeder near Marshville in place of the old wooden structures.

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GENERAL.

The upper mitre sill and about 30 feet in length of the foundation of lock No. 4, on the new canal, were renewed this spring, concrete being substituted for the old timber foundation. The wall on the north side of the lock was found to be badly undermined by the action of water. Temporary repairs were made to the lower mitre sill platform, which it is hoped will carry safely till next spring, when it will be replaced as well as the remainder of the lock foundation.

No employees were superannuated during the year.
The following superannuated employees died during the year :—
Charles Hannah, on September 5, 1906.
Robert Boyle, on November 5, 1906.
John Howe, on December 29, 1906.
James Cogan, on February 8, 1907.
W. H. Charles, on February 24, 1907.

Attached is a statement of moneys collected for damages caused to canal property by different vessels, also a statement showing the highest and lowest recorded depths of water on the mitre sills of the locks at Port Dalhousie and Port Colborne for each month of the year.

The water in Lakes Erie and Ontario has kept well above normal during most of the year, and vessels have had no trouble on account of low water, except a few of those which load deeply and lighten part of their cargo at the Grand Trunk elevator at Port Colborne.

I have the honour to be, sir,
Your obedient servant,
(Sgd.) J. L. WELLER,
Superintending Engineer.

M. J. BUTLER, Esq.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

WELLAND CANAL.

STATEMENT of damages to Welland Canal property during the fiscal year ending March 31, 1907, and the amount paid on account of said damages.

Date of Damage.	Name of Vessel.	Amount of Damage.	Amount Paid.	Date Paid.	Where Paid.
1906.				1906.	
May 6.	Str. A. D. Davidson.	\$ 26 06	\$ 26 06	Nov. 3.	Pt. Dalhousie.
July 6.	" John Sharples.	13 83	13 83	Aug. 21.	"
" 21.	" Nipigon.	4,792 50	4,792 50	July 23.	Pt. Colborne.
Aug. 7.	" J. H. Plummer.	121 93	121 93	Sept. 13.	Pt. Dalhousie.
" 15.	" John Lambert.	13 49	13 49	Nov. 8.	"
Sept. 7.	Tug Seymour.	10 00	10 00	Sept. 13.	"
" 13.	Str. A. D. Davidson.	17 45	17 45	Nov. 8.	"
" 17.	" W. J. Haskell.	6 37	6 37	" 8.	"
Oct. 4.	" Algonquin.	12 99	12 99	" 4.	"
" 5.	" Meringo.	15 24	15 24	" 8.	"
" 13.	" John Sharples.	17 74	17 74	" 21.	"
" 17.	" Robt. Wallace.	13 07	13 07	" 21.	"
" 24.	" Simla.	41 90	41 90	" 26.	"
" 24.	" W. J. Haskell.	8 08	8 08	Jan. 18.	"
Nov. 1.	" Chippawa.	45 00	45 00	Nov. 2.	"
" 1.	" Neebing.	15 50	15 50	" 21.	"
" 13.	" Averell.	8 08	8 08	1907.	
				Jan. 18.	"

WELLAND CANAL.

STATEMENT showing the highest and lowest depths of water on the lower mitre sill, Lock No. 1, New Welland Canal, Port Dalhousie, for the fiscal year ending March 31, 1907.

Months.	LOWER SILL.				Months.	LOWER SILL.			
	Highest.		Lowest.			Highest.		Lowest.	
	Ft.	In.	Ft.	In.		Ft.	In.	Ft.	In.
1906.					1907.				
July	16	8	16	4	January	16	5	15	8
August	16	5	15	11	February	16	6	16	2
September	16	2	15	6	March	16	7	16	3
October	15	9	15	5					
November	15	11	15	6					
December	15	9	15	5					

STATEMENT showing the highest and lowest depths of water on the upper mitre sill, Lock No. 27, New Welland Canal, Port Colborne, for fiscal year ending March 31, 1907.

Months.	LOWER SILL.				Months.	LOWER SILL.			
	Highest.		Lowest.			Highest.		Lowest.	
	Ft.	In.	Ft.	In.		Ft.	In.	Ft.	In.
1906.					1907.				
July.....	15	5	14	4	January.....	19	11	14	0
August	15	4	14	4	February	16	1	13	11
September	15	1	13	9	March.....	16	6	13	10
October.....	16	6	13	6					
November.....	16	3	13	10					
December....	17	3	14	1					

SAULT STE. MARIE CANAL.

ENGINEER'S OFFICE,
SAULT STE. MARIE, ONT., May 9, 1907.

SIR,—I beg leave to submit my annual report upon the improvements in progress of construction to the entrance of the Sault Ste. Marie canal.

EXTENSION OF THE SOUTH PIER UPPER ENTRANCE.

Messrs. O'Boyle Bros. completed their contract for building an extension to the south pier at the upper entrance. This new extension, which has a concrete super-structure, is 800 feet long and has a width of 25 feet, with the exception of the outer end where the width was made 30 feet for a length of 75 feet. The pier was run into twice during construction and repairs to the damage sustained were made by the contractors.

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After completion it was again run into by the large steamer *Hoover & Mason*, of 5,841 tons burthen and cargo of 10,416 tons. The steamer was going eastward and about to pass the steamer *Russia*, making westward. The channel at this point had been narrowed down to allow space for dredging operations, and the cross current at the end of the pier made it difficult to navigate under the circumstances.

It has been decided to build a further extension for a distance of 40 feet on to the end of the new extension, which will be better able to resist contact with a large steamer should it be run into.

A stone protection bank under contract with Mr. C. S. Boone is being placed at the back of the new extension, to provide further resistance should the pier be again run into.

DREDGING UPPER ENTRANCE.

Mr. C. S. Boone continued work under contract for the deepening and widening of the channelway at the upper entrance. The work lying between the entrance piers and in the vicinity of the canal beacon is drawing towards completion. The contractor was much delayed by having to move from position to allow boats to pass and from damage sustained to his plant by being run into on several occasions. The work lying towards the western end of the approach and which is known as the Vidal shoal, was started in September, 1906, and good progress was made for the time work was in operation.

I have the honour to be, sir,

Your obedient servant,

F. B. FRIPP,

Engineer in Charge.

SAULT STE. MARIE CANAL.

SUPERINTENDENT'S OFFICE,

SAULT STE. MARIE, ONT., May 9, 1907.

M. J. BUTLER, Esq.,

Deputy Minister and Chief Engineer.

SIR,—I have the honour to report upon the maintenance and operation of the Sault Ste. Marie canal for the fiscal year ending March 30, 1907, as obtained from records and personal observation prior to and since taking charge as acting superintendent, January 30, 1907.

The canal was opened for traffic April 14 and closed December 22, 1906, having been in operation 253 days.

A comparative statement has been prepared, which is attached hereto, showing the operation and traffic of this canal from its first season up to the end of the fiscal year.

The presence of dredges in and about the upper entrance and the narrowing of the navigable channel for dredging purposes has in a way reduced the tonnage from what it might have been, although a substantial increase is shown over the previous year.

On July 1 and 4, and September 2, 1906, the steamers *Harvey Coulby*, *D. M. Clemson* and *Hoover & Mason* respectively ran into the new pier at the south side, upper entrance, damaging the pier and moving the end of it about 2½ feet over. The channel at the time had been narrowed to half its width for dredging purposes, and the cross current at this point made it difficult for boats to navigate.

A daily exchange of vessel reports has been made, as in former years, with the St. Mary's Falls canal of the United States making it possible to keep up to date complete statistics of the traffic of the two canals. The following tables give the

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traffic passing through the two canals at this point during the season of navigation for the years mentioned:—

Year.	Number of Vessels passed.	Registered Tonnage of Vessels.	Total Freight Tonnage.	Cost of Carrying per mile Ton.	Estimated Value of Freight carried.	Percentage of Freight carried in Canadian Vessels.	Number of Passengers.
1855. . .	193	106,296	14,503				4,270
1860. . .	916	403,657	153,721				9,230
1865. . .	997	409,062	181,638				19,777
1870. . .	1,828	690,826	539,883				17,153
1875. . .	2,023	1,259,534	833,465				19,685
1880. . .	3,503	1,734,890	1,321,906				25,766
1885. . .	5,380	3,035,987	3,256,628				36,147
1890. . .	10,557	8,454,435	9,041,213	1.3	102,214,948	3.5	24,856
1891. . .	10,191	8,400,685	8,888,759	1.35	128,178,208	4.0	26,190
1892. . .	12,580	10,647,203	11,214,333	1.31	135,117,267	3.8	25,896
1893. . .	12,008	8,949,754	10,796,572	1.1	145,436,957	4.1	18,869
1894. . .	14,491	13,110,366	13,195,860	.99	143,114,503	3.5	27,236
1895. . .	17,956	16,806,781	15,062,580	1.14	159,575,129	3.75	31,656
1896. . .	18,615	17,249,418	16,239,071	1.	195,146,842	3.	37,066
1897. . .	17,171	17,619,923	18,982,755	.83	218,235,927	3.	40,213
1898. . .	17,761	18,622,764	21,234,634	.79	233,069,739	2.2	43,426
1899. . .	20,255	21,958,347	25,255,810	1.5	281,364,750	3.1	49,082
1900. . .	19,452	22,315,834	25,643,073	1.18	267,011,959	3.	58,555
1901. . .	20,041	24,626,976	28,403,065	.99	259,906,865	4.	59,663
1902. . .	22,659	31,955,582	35,961,146	.89	358,306,300	4.	59,377
1903. . .	18,596	27,736,444	34,674,437	.92	349,405,014	6.	55,175
1904. . .	16,120	24,364,138	31,546,106	.81	334,502,686	6.	37,695
1905. . .	21,679	36,617,699	44,270,680	.85	416,965,484	5.	54,204
1906. . .	22,155	41,098,324	51,751,080	.84	537,463,454	5.	63,033

IMPROVEMENTS TO CANAL.

Under Repairs.—The old section of the south pier at the lower entrance was levelled up and replanked; cement sidewalks on both sides of the locks were put in to replace plank walks, which add much to the appearance of the lock and grounds. Quite a large area of the grounds were levelled up from a rough condition by the small labouring crew kept on hand for general repairs, and adds to the general improvement of the canal grounds.

Under capital account.—During the latter part of the year Messrs. Wright & McPhail built, under contract, the lockman's shelter, a stone structure situated between the office building and the power-house, fronting the lock. Every satisfactory piece of work was executed and it only remains now to have heat, water and equipment put in to provide for the much felt requirements of the lockmen.

GENERAL.

The buildings have been kept in good repair and the efficiency of the machinery maintained. The annual painting of the buildings both inside and out has been done as usual.

Something should be done in the way of replacing the upper main gates with new ones. The gates now in use show further signs of weakness this year. Although spare gates, of old design, are kept on hand it would be better to replace those in use with solid timber ones of the same design as those of the main lower gates. The average depth of water on the mitre sill during the season of 1906 was 20 feet 6 inches, being the same as the previous year.

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Provision has been made to level up and replank the upper entrance piers during the coming season, as soon as the dredging between the piers has been completed.

I have the honour to be, sir,

Your obedient servant,

F. B. FRIPP,

Acting Superintendent.

M. J. BUTLER, Esq., C.E.,

Deputy Minister and Chief Engineer.

SAULT STE. MARIE CANAL.
COMPARATIVE STATEMENT SINCE OPENING OF LOCK, SEPTEMBER 9, 1895.

Season.	1895.	Increase or decrease over previous season.	1896.	Increase or decrease over previous season.	1897.	Increase or decrease over previous season.	1898.	Increase or decrease over previous season.	1899.	Increase or decrease over previous season.	1900.	Increase or decrease over previous season.
Period lock open	Sept. 9. 1 Dec. 6.		May 7. . . . Dec. 10. . .		Apr. 21. . . . Dec. 14. . .		Apr. 11. . . . Dec. 9. . . .		Apr. 26. . . . Dec. 20. . .		Apr. 23. . . . Dec. 16. . .	
Canadian registered tonnage	125,240		586,571	461,331	398,343	188,228	403,331	1,988	561,759	158,428	579,528	17,769
U. S. registered tonnage	623,131		3,840,794	3,187,663	3,406,018	404,776	2,354,606	1,051,412	2,388,441	333,835	1,616,139	772,302
Total tonnage	748,371		4,397,365	3,648,994	3,804,361	593,604	2,757,937	1,046,424	2,950,200	192,263	2,195,667	754,533
Lockages	698		3,042	2,344	2,976	66	2,520	- 456	2,610	90	2,205	- 405
Vessel passages	1,193		5,189	3,996	4,376	- 813	3,712	- 664	3,820	108	3,163	657
Time passing lock	212 h. 27m		984 h. 22m	771 h. 55m	684 h. 11m	300 h. 11m	604 h. 30m	74 h. 40m	643 h. 16m	33 h. 45m	541 h. 24m	101 h. 52m
Average time lockage.	18 26 m.		18.42 m.	13.79 m.	13.79 m.	11.51 m.	11.51 m.	14.78 m.	14.78 m.	14.78 m.	14.78 m.	14.78 m.
Season.	1901.		1902.		1903.		1904.		1905.		1906.	
Period lock open	Apr. 20. 1 Dec. 21.		Apr. 1. . . . Dec. 20. . .		Apr. 2. . . . Dec. 13. . .		Apr. 30. . . . Dec. 26. . .		Apr. 10. . . . Dec. 20. . .		Apr. 10. . . . Dec. 20. . .	
Canadian registered tonnage	776,331		1,366,687	589,756	1,616,385	270,298	1,557,335	59,050	1,799,336	242,001	1,959,186	159,850
U. S. registered tonnage	1,672,631		3,238,669	1,565,438	3,143,020	93,049	2,673,090	471,930	3,739,224	1,066,134	4,399,990	660,766
Total tonnage	2,448,962		4,604,156	2,155,194	4,761,405	157,249	4,230,425	530,980	5,538,560	1,308,135	6,359,176	820,616
Lockages	2,906		3,418	512	3,242	176	3,012	230	4,031	1,019	4,152	121
Vessel passages	4,243		5,169	926	4,418	751	4,092	326	5,853	1,761	5,913	60
Time passing lock	724 h. 38m		925 h. 57m	201 h. 19m	883 h. 10m	42 h. 17m	811 h. 28m	71 h. 42m	1060 h. 38m	249 h. 19m	1131 h. 23m	70 h. 45m
Average time lockage.	14 46 m.		16 25 m.	16.34 m.	16.34 m.	16.16 m.	16.16 m.	16.16 m.	15.79 m.	16.35 m.	16.35 m.	16.35 m.

Note: 'Vessel Passages' include rafts and unregistered craft.
'Time Passing Lock' includes detention time in lock.
'Period Lock Opens' means time first lockage and last lockage.
'Tonnage' in each case means net registered tonnage of craft.

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DEPARTMENT OF RAILWAYS AND CANALS.

TRENT CANAL.

PETERBOROUGH, May 6, 1907.

SIR,—I have the honour to submit my annual report for the fiscal year ended March 31, 1907, covering the works of construction, chargeable to 'capital.'

SIMCOE-BALSAM LAKE DIVISION.

Hydraulic Lock No. 2.—The Dominion Bridge Company, contractors for the superstructure of the lock, have it practically completed. Construction operations were resumed this spring on March 25, and the lock will be ready for testing this month.

Section No. 2.—Messrs. Larkin & Sangster finished the works of this section last fall, with the exception of some minor work connected with the Fourth Concession road, township of Eldon, which will be finished this month.

Section No. 3.—Messrs. Brown & Aylmer practically finished the works of this section last fall. Some stone protection lining and sodding have yet to be done, all of which will be completed early in June.

Last fall the canal reaches between hydraulic lock No. 2, Kirkfield and Lake Simcoe, were filled with water up to normal navigation level, for the purpose of testing the dams, locks and banks, which all proved satisfactory.

The engineer's office at Gamebridge was closed last December, and the staff moved to Peterborough, where they have since been employed at getting out the final estimates of sections Nos. 2 and 3, the former of which is nearing completion.

HOLLAND RIVER DIVISION.

Section No. 1.—A contract for this section was entered into with the Lake Simcoe Dredging Company on April 30, 1906. With the exception of a little clearing the company have done no work. During the summer of 1906 they built, at Barrie, a pumping dredge, which was nearly finished at the close of navigation. It has not yet been towed around to the work, but the contractors expect to start dredging operations this month.

Section No. 2.—Plans and specifications of the works embraced by this section, which extends from Holland landing to Newmarket, have been prepared and are now ready for the letting of the work.

Queensville Road Bridge.—At the Holland river crossing of the side road between lots 115 and 116, township of East Gwillimbury, York county, a small swing bridge is being built. A contract for the construction of the substructure was entered into with Messrs. D. Conroy & Sons on December 1, 1906. Since then the piles for the foundations of the piers and abutments have all been driven, and it is confidently expected that they will have the substructure finished by the end of June. The Dominion Bridge Company have the contract for the superstructure, the steel for which is manufactured and ready for shipping at their bridge works, Dominion, Quebec.

ROSEDALE.

Last summer a survey of this locality was made with the object of preparing plans for a new lock and dam, including a canal across the narrow neck of land separating Balsam and Cameron lakes. The new lock and dam would replace the present dilapidated wooden structures, and the canal the tortuous channel up the Gull river at this point. The plans are in course of preparation.

SESSIONAL PAPER No. 20

BOBCAYGEON.

A survey was made last summer of the Little and Big Bob rivers, and the field data obtained for the preparation of a plan for a new dam at the lower end of the Little Bob river to replace the decayed wooden dam at this point. A plan of the rivers and island has been made and also a preliminary study of the dam.

BUCKHORN.

Last fall the field data for a new dam and bridge was obtained, and during the winter plans and specifications for the new structures were prepared, tenders for the construction of which are now advertised for.

I am, sir,

Your obedient servant,

(Sgd.) ALEX. J. GRANT,

Superintending Engineer.

M. J. BUTLER, Esq.,

Deputy Minister and Chief Engineer,

Department of Railways and Canals,

Ottawa, Ont.

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,

OTTAWA, April 1, 1907.

SIR,—I have the honour to submit herewith my report on the Rideau canal for the nine months ending March 31, 1907—this date being the end of the present fiscal year.

As I stated in my last annual report, which covered up to June 30, 1906, the accident to the lower sill at Washburn lock had occasioned a delay of twelve days to navigation in June last.

The nature of the accident; and the method of repairing the sill were fully described in the above mentioned report; and I do not know that I can add anything more on this subject, except to state that the new concrete sill was laid by the end of June, after which it was allowed seven days to set, the lock being reopened for traffic at six a.m. on July 9; and as the 1st and 8th were Sundays, navigation was only suspended at Washburn from the 2nd to the 7th, both inclusive—a delay of six days.

This was the only delay to navigation throughout the canal, during the nine months ending March 31.

The spring freshet commenced on the 28th instant, and unfortunately much rain has fallen, which has largely increased the volume of water, and broken up the ice, which is very heavy this year on account of the severe and continued cold last winter.

The large apron below the west bulkhead at Hogsback has been wrecked by ice, and as far as can be seen at the present time, nearly all of it has been swept away.

Both bulkheads, however, I am glad to say, are uninjured.

This will be a serious item of expense in the year's estimates; as this apron must be rebuilt as soon as the water falls, and will cost five thousand dollars at the very least.

At Black Rapids lock, the centre bent of the waste weir has been carried away by the heavy ice, thus making it impossible to put in the two bents of stoplogs.

It will be necessary to build a coffer dam above the weir, to take the place of the stoplogs for the whole season of navigation; as the water will not permit the bent being rebuilt until next winter.

No other damage has been reported to me from any point on the canal; but the freshet is by no means over yet; nor has the ice all gone.

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However, as the water has not risen since yesterday, but is at a standstill, I hope the danger point has been passed, and that the freshet will subside from now on.

The principal works and repairs executed along the line of the canal during the above mentioned period, are as follows:—

OTTAWA.

The roadways round the Basin were partly macadamized and repaired.

One pair of lock gates were renewed in lock 4.

Considerable filling was done behind the new cross walls at the foot of the locks, and this place is now nearing completion, when it can be graded and sodded to be in keeping with the rest of the station.

Some planking was renewed on the wharfs, and a new sidewalk was built along the front of the warehouses on the wharf lots on Canal street.

Sundry repairs were made to sluice frames, and the lower wing walls of lock No. 1 (in the Ottawa river) were pointed.

This was rendered possible by the extreme lowness of the river last autumn.

Considerable trouble was caused last summer on account of the accumulations of sawdust that came into the bay at the foot of the locks here from the Chaudiere mills; as on account of the lowness of the river, boats experienced great difficulty in ploughing through this sawdust when entering and leaving the locks.

Complaints were made to the department; and I understand that the mill men denied that they allowed any sawdust or mill refuse to fall into the river; but the presence of new sawdust, as well as slabs, edgings and mill refuse, cannot be denied; and several persons spent weeks on the river collecting the latter and piling it on the shores for firewood.

I would respectfully urge on the department the necessity of the enforcement of the law prohibiting any sawdust or mill refuse from being allowed to enter the river.

OTTAWA EAST BRIDGE.

The flooring and joists of this bridge were renewed, and sundry small repairs made to the bridge keeper's house.

BANK STREET BRIDGE.

Sundry small repairs were made to the turntable of the swing, and also to the bridge keeper's house.

CONCESSION STREET BRIDGE.

No repairs were made here.

HARTWELL'S.

A new house was built here last summer for the lockmaster, the old house having fallen into ruin, and having been condemned as unsanitary by the health officials.

Small repairs were also made to the plaster of the lock labourer's house.

Considerable repairs to the lock masonry are now in progress.

The upper wing wall on the west side, and both middle piers having become unsafe, are now being rebuilt.

A small cut-off wall is being built also at the head of the lock to protect the road from leakage from the cut, and a dry wall is to be built in the waste weir channel below the weir to prevent erosion of the bank.

All the above repairs will be finished by the 1st May next, by which date the canal is to be open for traffic.

Some stone lining was placed on the face of the canal next to the road, and small repairs made to the road itself.

SESSIONAL PAPER No. 20

HOGSBACK.

The lockhouse here, which was of the same description as the one at Hartwell's, and which had also sunk and fallen into very bad condition, was rebuilt.

Repairs are to be made to the lower sill of the lock, before May 1, next.

Small repairs were made to the tow path road and the canal bank, and small repairs made to the dam.

As stated above, the apron below the west bulkhead has been badly wrecked by the ice—in fact the greater portion of it has been carried away.

The existence of such a large apron below the weir is due to the fact that the rock below is of a very soft shaley nature, and flakes up with water, necessitating the protection of an apron.

This apron must be rebuilt during the summer; but at the present time the water is so high, that it is impossible to say how much of it is actually gone.

BLACK RAPIDS.

Sundry small repairs were made here to the station generally.

As stated above, the centre bent of the double weir has been broken away by ice.

The stoplogs therefore cannot be put in; and a temporary dam must be built to close the weir in order to keep the water up for navigation.

I do not anticipate any trouble in having this done by May 1.

LONG ISLAND.

Sundry small repairs were made to the By Wash, such as replanking, &c.

The piers below the same were rebuilt and filled with stone.

About fifty feet of close sheet piles 10-inch by 12-inch by 20 feet long were driven in front of the north pier of the waste weir to check the leakage that washes out the clay at this point.

This completes the sheet piling across the front of the weir.

MANOTICK BRIDGE.

Sundry small repairs were made to the bridge, and painting done by the bridge keeper.

WELLINGTON BRIDGE.

No repairs were required at this bridge.

BECKETT'S LANDING BRIDGE.

The swing bridge and approaches thereto were rebuilt during the winter, the travel being diverted across the ice whilst this was being done.

BURRITT'S RAPIDS.

The east pier of the retaining dam was rebuilt, and portions of the dam itself and also of the waste weir were repaired and sheeted with 3-inch plank.

Sundry small repairs were made to the embankments and to the station generally.

NICHOLSON'S.

The swing bridge crossing the upper lock was rebuilt, together with the timber approaches thereto.

Some new sluice frames were put in, and sundry small repairs made to the station generally.

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CLOWES.

Very considerable repairs were made at this station to the waste weir, which was taken down and rebuilt with stone.

Owing to its proximity to the lock (and the south upper wing wall of the lock forms the north wing of the waste weir) the fact that the water had to be diverted through the lock itself, made it a very difficult matter to put in a tight coffer dam, as the current carried all the clay through the lock.

This, however, was remedied by laying bags of cement mortar in the water, and driving the sheeting of the coffer dam into them.

The freshet in January wrecked the coffer dam also; but I am glad to be able to report that this work—the most difficult to accomplish on the whole line of the Rideau on account of the water, has been finished successfully, and will not require any more repairs for a very great number of years.

MERRICKVILLE.

Sundry small repairs were made to the station in general.

The lower lock was to have been coffer dammed and pumped, in order for repairs to be made to the lower sill.

However, the high water, and the delays to the work at the last station, made it too late to attempt this work last winter.

The sill is in no danger, but leaks; and the repairs will be made immediately after the close of navigation this year.

KILMARNOCK.

Sundry small repairs were made to the station generally.

EDMONDS.

The waste weir at this station has been taken down and rebuilt; a very similar piece of work to that described at Nicholsons, as the water was extremely difficult to contend with, as it had here also to be diverted through the lock, and the cofferdam had to be built here also, and as there was very deep water above the weir this dam had to be built to stand a head of over 12 feet.

However, the work is finished now, and like the weir at Nicholsons, will not require any repairs for many years.

The upper lock gates are now being renewed; they are framed and are being put in place.

Sundry small repairs were made to the station generally.

OLD SLYS.

Sundry small repairs were made to the station generally.

SMITH'S FALLS COMBINED.

Some more foundry waste was placed on the south side of the basin.

This is being done gradually year by year, and the useless area of shallow water is being reduced and the leakage stopped.

Sundry small repairs were made to the station generally.

The lockmaster's house was to have been repaired last summer; but it was found to be so far decayed that I consider the only thing to do is to build a new house, as the present one is not worth repairing.

SMITH'S FALLS DETACHED.

Sundry small repairs were made to the station generally.

SESSIONAL PAPER No. 20

POONAMALIE.

Sundry small repairs were made to the station generally.

BEVERIDGES.

Two pairs of lock gates were renewed here, and will be completed and in place in the course of a few days.

Sundry small repairs were made to the station in general.

PERTH BASIN.

Sundry repairs were made to the planking of the wharfs in the canal basin, and also to the four swing bridges in the town.

Small repairs were also made to the culverts on the tow path road; and a considerable quantity of boulders and loose rock were removed from the channel by our diver, in the vicinity of Dowsons.

OLIVER'S FERRY BRIDGE.

Small repairs were made to the flooring and approaches of this long bridge.

THE 'NARROWS.'

Sundry small repairs were made to the station generally.

NEWBORO.

The piers below the lock are now being rebuilt down to low water mark; and will be completed before navigation opens on May 1 next.

Sundry small repairs were made to the station in general.

CHAFFEYS.

One new pair of lock-gates is to be put in here; they have been framed, and will be hung in place before May 1 next.

Sundry small repairs were made to the sluices and to the station generally.

DAVIS'S.

Extensive repairs were made to this station.

The lower lock-gates were renewed, and both lower wing walls were taken down and rebuilt.

As this is a single lock, cofferdams had to be built and the lock pumped to do this work.

Considerable repairs were also made to the floor of the bottom of the lock chamber, and the sides were grouted and pointed.

The lock is now in better condition than for many years.

JONES'S FALLS.

Repairs were made to the planking and approaches of the swing bridge.

Also sluices were repaired and small repairs made to the big dam and to the station generally.

MORTON DAM.

Repairs were made to the planking and hand railing of the dam; also to the side walls of the same.

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UPPER BREWERS.

A new set of stop logs was framed for the upper lock.

The basin was cleaned out by our dredge and the material thus excavated was piled on the banks and spread thereon to strengthen them.

Small repairs were made to the sluices, and to the station generally.

LOWER BREWERS.

During the first week in July, 1906, navigation was delayed, as stated on the first page of this report, for six days, during which time the repairs to the damaged sill were being completed.

The repairs have proved most satisfactory.

The particulars of this accident are fully set forth in my report for the fiscal year ending June 30, 1906, and need not be repeated here.

Immediately after the close of navigation, the upper wing walls and east chamber wall of the lock were grouted.

Sundry small repairs were made to the station generally.

BRASS'S POINT BRIDGE.

Sundry small repairs were made to the planking of the bridge.

KINGSTON MILLS.

Sundry small repairs were made to the station generally.

Six hundred cubic yards of stone were quarried, furnished and spread where required on the embankments by Mr. Wm. Keenan.

GENERAL.

The Douglas fir dimension timber used in the lock gates and heavy structures, was purchased under contract with the Ottawa Lumber Company, the quantity being 124,735 feet B.M.

The Portland cement used amounting to 1,750 barrels, was purchased under contract with Messrs. W. McNally & Company of Montreal.

The white lead supply, amounting to 4,000 lbs., was purchased under contract with Messrs Clark & Lewis of Smith's Falls.

A new steam pumping plant was purchased last summer to replace the old engine and pump which were worn out, being thirty years old.

A six-inch centrifugal pump with a direct connected 6 x 6-inch vertical engine, was purchased from Messrs. M. Beatty & Sons of Welland, and a 14 horse-power, 7½ x 10-inch portable engine to furnish steam for the same (and also to run the old pump with a belt if required), was purchased from the Waterous Engine Company of Brantford.

This plant was used to pump the lock at Davis' last winter and worked admirably.

DREDGING PLANT.

The dredge *Rideau* was employed the whole of last summer in deepening the cut between Upper and Lower Brewers lock stations.

At the time of accident to the lower sill at Washburn (Lower Brewers) lock, I sent her to assist in making the coffer dam below the lock, where she did excellent service, both making and afterwards removing, the clay in front of the said coffer dam.

She has completed the cut now to the lock at Upper Brewers, and all the dredging at the western end of the canal has for the present been completed.

A contract has been entered into with the Polson Iron Works of Toronto, for the construction of a new tug to take the place of the *Shanly*.

SESSIONAL PAPER No. 20

This tug is to be delivered to us by May 15 next.

I have visited the Polson Works several times this winter, and can report good progress being made on the new boat.

A flat scow was built by our carpenters on the basin at Ottawa this winter, and is now nearly finished; the only work unfinished being a portion of the deck caulking.

This flat scow is 75 feet long, 25 feet wide, with a side height of 5 feet.

She is intended to carry lumber and stone for delivery along the canal, being towed by our own tug.

We have great trouble every year in having our dimension stone delivered to where it is to be used along the canal, as there are few persons who own barges or scows suitable for carrying these heavy stones, each of which weighs from 1½ to 3 tons, so that now we are independent of outside freighters and can deliver about 200 tons at a load on this new scow with our own tug.

I attach hereto a table, showing the highest and lowest water each month on the lower sills at Ottawa and Kingston Mills lock stations, respectively, from July 1, 1906, to March 31, 1907.

I have the honour to be, sir,

Your obedient servant,

A. T. PHILLIPS, *M.C.S.C.E.*,

Superintending Engineer.

M. J. BUTLER, Esq., C.E.,

Chief Engineer, Dept. Railways and Canals,
Ottawa.

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,

OTTAWA, April 1, 1907.

TABLE showing monthly the highest and lowest water on the lower mitre sills of Locks Nos. 1 and 47, at Ottawa and Kingston Mills Lock Stations respectively, from July 1, 1906, to March 31, 1907.

OTTAWA, LOCK NO. 1.				KINGSTON MILLS, LOCK NO. 47.							
Highest.		Lowest.		Highest.		Lowest.					
Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.				
July 1.....	14	8	July 30-31.....	9	0	July 9-18.. .. .	9	0	July 1-2.....	8	10
August 1-2..	8	11	Aug. 31.....	6	6	Aug. 1-3.....	8	11	Aug. 31.....	8	6
Sept. 1.....	6	5	Sept. 23.....	5	3	Sept. 1.....	8	6	Sept. 25-30.....	7	11
Oct. 31.....	6	4	Oct. 1.....	5	3	Oct. 30-31.....	8	1	Oct. 1.....	7	11
Nov. 29-30..	6	6	Nov. 13-19.....	6	0	Nov. 1-2.....	8	1	Nov. 27-30.....	7	7
Dec. 1-4..	6	6	Dec. 26-31.....	6	0	Dec. 24-31.....	7	10	Dec. 1-4.....	7	7
Jan. 1-9.....	6	6	Jan. 10-31.....	5	11	Jan. 29-31.....	8	8	Jan. 1.....	7	10
Feb. 1-9.....	5	11	Feb. 10-28.....	5	10	Feb. 20-28.....	8	10	Feb. 1-10.....	8	8
Mar. 31...	14	7	Mar. 1-13.....	5	10	Mar. 1-15.....	8	10	Mar. 15-30....	8	11

A. T. PHILLIPS,

Superintending Engineer.

7-8 EDWARD VII., A. 1908

St. PETERS, C.B., March 31, 1907.

DEAR SIR,—I have the honour to submit my annual report on the working and operation of St. Peter's canal, during the fiscal year ending March 31, 1907.

There has been no repairs done at St. Peters canal since my last report on June 30, 1906.

The canal lock gates track and rollers are in a very bad condition, also the flooring, which was put down in 1881; it has served its time and will require reflooring according to the marine divers reports. The floor has given away and it is impossible to place the castings on solid foundations; the track has to be continually shimmed up and only lasts for a short time in operating. We will have to do some ten days work this spring before we can operate our gates, and then it will only last for a few months' operation.

Navigation and traffic on canal is up to the general standard.

Navigation opened on April 23, 1906, and closed on January 15, 1907. During that time 1,419 steamers and vessels passed through canal, up and down.

There is one tidal lock and four pairs of gates on St. Peter's canal.

I have the honour to be, sir,

Your obedient servant,

JNO. H. DEVEREAUX,

Lockmaster.

M. J. BUTLER, ESQ., C.E.,
Chief Engineer and Deputy Minister,
Dept. Railways and Canals,
Ottawa, Ont.

TRENT CANAL.

PETERBOROUGH, May 11, 1907.

SIR,—I have the honour to submit herewith my annual report of the maintenance and operation of the Trent canal for the year 1906-1907.

During the past year the work has been considerably added to by the taking over from the contractors, of the Balsam Lake—Lake Simcoe Division, which will now afford a straight stretch of navigation from Healey's Falls to Lake Simcoe, a distance of 160 miles; and the taking over of the booms and slides of that which was known as the Newcastle District, which were formerly under the management of the Department of Public Works.

Navigation closed on the several divisions as follows:—

Peterborough—Hastings Division—December 1.

Peterborough—Lakefield Division—November 10.

Lakefield—Burleigh Falls Division—December 1.

Burleigh Falls—Kirkfield Division—November 20.

HEALEY'S FALLS.

The dam was repaired and new stoplogs provided.

TRENT BRIDGE.

The bridge was repainted and replanked.

HASTINGS.

The swing bridge was repainted and replanked.

SESSIONAL PAPER No. 20

RICE LAKE.

A new channel was dredged through the old Cobourg-Peterborough railway bed, making a direct steamboat route between Gore's Landing and Harwood.

BENSFORT.

The bridge at this point was repainted and replanked.

WALLACE POINT.

The bridge was repainted and replanked.

OTONABEE RIVER.

The shoals at Dangerfield were dredged and the channel straightened.

LITTLE LAKE (PETERBOROUGH).

The boom piers in the lake were all re-topped. The swing bridge was repainted and replanked.

LOCK NO. 6 (PETERBOROUGH).

The entrance to this lock was dredged. A new storehouse 50 feet x 35 feet, was erected at this point.

HYDRAULIC LIFT LOCK, NO. 1.

Extensive repairs were made to the reaches, and the banks were strengthened. New guard rails were placed on the pontoons and wall stairs.

REACH BETWEEN HYDRAULIC LOCK AND NASSAU.

The break that occurred in January of 1906 was repaired. The repairs, while in progress, caused a slight delay in the opening of navigation. About 100 feet of new bank were built.

WARSAW ROAD BRIDGE AND NASSAU BRIDGE.

New opening and closing apparatus for the guard gates at these points were placed in operation.

LOCK NO. 5 (PETERBOROUGH-LAKEFIELD DIVISION).

The lower entrance to this lock was dredged.

LOCK NO. 4 (PETERBOROUGH-LAKEFIELD DIVISION).

A new brick dwelling for the lockmaster was erected.

BETWEEN LOCK 2 AND 3, (PETERBOROUGH-LAKEFIELD DIVISION).

The rip-rapping of the banks was completed; the banks cleaned up, and the fences repaired and painted.

LOCK NO. 1 (LAKEFIELD).

The lockmaster's house was repaired and painted. The right of way to the property was fenced.

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LAKE KACHEWANOE.

The channel was dredged and straightened between Lakefield and Young's Point.

YOUNG'S POINT.

A new concrete pier at the upper entrance to the lock was built. The pier is 400 feet in length. A new steel bridge was placed across the channel. The upper entrance to the lock was dredged.

STONY LAKE.

Owing to the fact that it was in the interests of navigation to maintain the water in Stony lake at a higher level than in previous years it was found necessary to raise a number of the public and private wharfs. The public wharfs at McCracken's, Burleigh Falls and Mount Julian were raised considerably, as were also a number of private wharfs at the various islands on the lake.

BURLEIGH FALLS.

Very extensive repairs were made to the lock at this point. New lock gates were placed in position, equipped with modern opening apparatus.

BUCKHORN.

A new concrete entrance pier at the upper entrance of the lock was built. The bridge was re-planked and generally overhauled. All the works here were repainted.

CHEMONG LAKE.

The swing bridge was re-planked and the piers at this point were repaired. A boom, 700 feet in length, was placed across the western end of this lake in order to prevent the island bogs from floating out and interfering with navigation. This had previously been a great source of annoyance to steamboat men. It was necessary in building this boom to sink two piers in the centre of the lake, to which the boom could be anchored.

LINDSAY.

A new bridge across the Scugog river on the south end of Lindsay street, was built. The bridge has a concrete pivot pier and concrete abutments.

The Wellington street and North Lindsay street bridges were replanked, repaired generally, and painted.

Two new floating lighthouses were placed on the Lindsay river. The channel was cleared of sunken logs.

KIRKFIELD.

A considerable amount of work was carried on here during the winter. A great deal of drowned land had been created by the construction of the Balsam lake—Lake Simcoe division. There were a number of acres of dead trees and stumps which were unsightly and unsanitary. A large area has been cleared up and the work will be continued during the coming winter. In doing this work we took out about 5,000 good cedar posts, which we are utilizing along the canal for fencing purposes. On the right of way along the canal between Kirkfield and Gamebridge a considerable amount of work was done in cleaning up. In doing this work we obtained some splendid pine, hemlock and elm, which we had sawed into plank for our bridges, and joists and rafters for the lockmaster's houses which we are building on this division. There is, in all, about 60,000 feet.

SESSIONAL PAPER No. 20

BURNT RIVER.

The Burnt river forms one of the sections of the reservoir waters, on which there are numerous dams that are used to conserve the water until periods of the year when it is required for navigation purposes. During the year a great many repairs were made to the dams on this river.

Pine Lake Dam.—Platform repaired and four new stop logs provided.

Big Bear Lake Dam.—Some minor repairs were made here.

Little Bear Lake Dam.—The dam was strengthened by some stone being placed on it.

White Lake Dam.—A new platform has been put on this dam, also a new windlass, new stop logs provided, and the slide generally repaired.

Swamp Lake.—A new platform was placed on the dam, a new windlass provided; also six new stop logs and general repairs.

Devil's Lake Slides.—The dam was boarded up the whole length with 2-inch lumber, and gravel was put in the entire length of the dam. A windlass was provided and the slide was repaired.

High Falls Dam and Slide.—This dam was extended 20 feet in length and eight new stop logs were provided. The slide was replanked.

Dragg Lake Dam.—This dam was repaired and six new stop logs were provided.

Cocklong Lake.—This dam was also repaired by making five new stop logs and by building a foot bridge over the river.

GULL RIVER.

This river forms another section of the reservoir waters. The following repairs were made to the dams on the Gull river section.

Little and Big Bob Lake.—Six new stop logs were provided, also some minor repairs.

Workmans.—Minor repairs were done here.

Horseshoe.—The platform on the dam, which is 75 feet in length was repaired by having some new stringers provided and also new planks. A new windlass was also provided.

Hawk Lake Dam.—An entire new dam; 100 feet in length, 12 feet high and 20 feet wide was also built here.

Oblong and Eagle Lake.—New boat-houses for the accommodation of the foremen on these waters were built at these two lakes.

MISSISSAGUA RIVER.

This forms still another section of the reservoir waters. The repairs done were as follows :—

Gull Lake.—New stop-logs were provided, also some new flooring in the slide.

Scott's dam.—The slide, 350 feet in length, was rebuilt. Some minor repairs were put in on the dam.

Bottle dam.—A new slide, 65 feet in length was built here.

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Eagle Lake.—Two new windlasses were provided and minor repairs performed.

Deer Lake slide.—Some new planking was put in the slide and new sheeting on the face of the dam. The dam was regravelled on the face.

Squaw River.—Two dams, south of the Bobcaygeon, were repaired, and new windlasses and chains were provided.

Noggie's Creek.—The depot dam and the dam at Bass lake were repaired and put into first-class condition.

GENERAL.

The steamer *Empire* was working continuously all season with the dredge *Emmerson*. The *Sovereign* was engaged in general towing and buoying out navigation channels in Rice lake, Stony lake, Buckhorn lake, Sturgeon lake, Cameron lake and Balsam lake.

The plant has been kept in good order. When the steamer *Empire* was drawn out in the fall and examined, it was found that her hull and machinery were beyond repair. We therefore built a new tug, 52 feet in length and 12½ feet beam. She will be used exclusively for towing purposes.

The water in the entire Trent system was maintained at a steady and uniform height throughout the season, there being no complaints in this regard from either steamboat interests or the users of water for power development purposes. The acquiring of the reservoir waters to the north of the main line of the canal has been of great assistance in bringing about this satisfactory state of affairs.

Just prior to the closing of navigation last fall, Mr. Charles T. Fuller, lockmaster at Burleigh Falls, who had been on the canal staff for a great number of years, fell from the lock and was drowned.

During the year the dredge *Trent* was loaned to the Department of Public Works, and has been engaged in dredging the Otonabee river, in the town of Peterborough.

The traffic during the year 1906-7 was the heaviest in the history of the Trent canal.

I have the honour to be, sir,

Your obedient servant,

J. H. McCLELLAN,

Superintendent.

M. J. BUTLER, Esq., C.E.,

Deputy Minister and Chief Engineer,

Department Railways and Canals,

Ottawa, Ont.

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TRENT CANAL SURVEYS.

OFFICE OF THE ENGINEER IN CHARGE,

OTTAWA, CANADA, June 4, 1907.

SIR,—I have the honour to submit my report upon the works under my charge for the nine months ended March 31, 1907, as follows :—

Completed detailed sectional working plans and drawings (42 in all)—comprising locks, dams, bridges, culverts, dock walls, water-tight embankment, water supply storage works with controlling dams, &c., together with report, estimate and specification for section No. 2, of the proposed improvements of the east branch of the Holland river from Holland landing to Newmarket, Ontario, and submitted all but the latter on October 1, and the specification on November 5, 1906.

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Completed and submitted on December 20, 1906; general plans, profiles, estimates and report for, both, 6 feet and 9 feet depth of navigation for proposed Lake Ontario outlets for the Trent canal from Rice lake to Port Hope, Cobourg and Trenton, respectively.

This report which was based on exhaustive surveys and investigations embraced every feature relating to those particular routes, including the question of water for lockages; initial cost of construction, cost of maintenance and operation, open lake versus inland navigation, insurance, water powers, harbour facilities, &c.

On February 28, 1907, completed general plans, profiles, estimates and report for, both, 6 feet and 9 feet depth of navigation for proposed Georgian Bay outlets for the Trent canal, from Lake Couchiching via Coldwater, and the Severn river, respectively, and submitted same on March 9, 1907.

This report dealt fully with all points bearing on the merits, &c., of the respective routes, and took into consideration the relative cost of construction; cost of maintenance and operation; water for lockages; water powers, &c.

Upon the completion of the reports effecting the main outlet sections of the Trent canal, work was commenced on the preparation of plans, profiles and estimates for the proposed improvements of the East branch of the Holland river from Newmarket to Aurora, and also of the West branch of the Holland river, from its junction with the East branch, to Schomberg, and good progress had been made on both sections.

On March 18, 1907, I received an official letter instructing me to proceed, at once, with the survey of a route for the Trent canal from Kempenfeldt bay, Lake Simcoe, to the Georgian bay, via the Nottawasaga river, 'so that the quantities may be made up in an accurate and complete manner, and on the same scale and in the same degree of fullness as the other surveys in competition with this route,' &c.

A survey party was quickly organized and commenced the field work for the surveys on March 21. Mr. G. L. Law, a capable, experienced civil engineer, who had been assistant engineer in charge of the surveys of the Port Hope route, and the Rice Lake traverse and contour survey, was placed in direct charge of this party, and very satisfactory progress had been made.

I have the honour to be, sir,

Your obedient servant,

E. J. WALSH, M.C.S.C.E.,

Engineer in Charge.

M. J. BUTLER, Esq.,

Deputy Minister and Chief Engineer,

Department of Railways and Canals,

Ottawa, Canada.

Office of the General Consulting Engineer to the Government,

and Chief Engineer of the Western Division of the

National Transcontinental Railway.

Room No. 150 West Departmental Building.

OTTAWA, Canada, May 15, 1907.

SIR,—I have the honour to present my annual report for the fiscal year ended March 31, 1907, of the progress made up to that date with the surveys and works of construction on the Western Division of the National Transcontinental Railway by the Grand Trunk Pacific Railway Company.

SURVEYS.

The surveys of the line from a point about 32 miles west of Winnipeg to Edmonton are completed, the plans and profiles of location have been approved by the government, and the works of construction thereon are in progress.

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From Edmonton to a point 27 miles west of the 'Yellowhead Pass,' the plans and profiles of location have been approved by the government, but inasmuch as the physical features of the country are such that, from time to time, improvements suggest themselves, both as regards alignment, reduction in the quantity of work, and shortening of distance, plans and profiles of a revised location of sections of the line west of Edmonton may be looked for. The balance of the line from the point about 27 miles west of the Yellowhead Pass to Prince Rupert on the Pacific Coast, a distance of about 676 miles, has been located, and plans and profiles of portions of this section have been filed with the Department of Railways and Canals, but action thereon is being deferred until the country has been more thoroughly examined in fuller detail with a view to possible revision. The company inform me that plans and profiles of other parts of this section are ready for filing with the department, but as the location is being revised and improved, they are holding them until they have the revision completed.

I may say that a very favourable location is being had to the Pacific Coast, only one grade exceeding four-tenths of one per cent occurring, and that is a 1 per cent grade for a distance of about 20 miles. Generally speaking the work will not be heavy for mountain work, but from Prince Rupert for a distance of about 170 miles it is composed almost entirely of very heavy rock excavation. This, however, there appears to be no way of avoiding.

CONSTRUCTION, GRADING AND BRIDGING.

1. No work has been executed between Winnipeg and Portage la Prairie, neither has any work been placed under contract.

2. From Portage la Prairie for a distance of 275 miles westward, the work of grading and bridging, except the bridge over the Assiniboine river, is under contract with Messrs. McDonald McMillan and Company, who have about 75 per cent of the grading done, and of culverts, bridges, &c., about 60 per cent; it may be said that they have made fair progress with the work, considering the difficulty of procuring the requisite number of labourers in Canada last summer. The Grand Trunk Pacific Railway Company, in order to expedite the prosecution of the work, found it necessary to relieve them of some difficult portions, viz.: at Miniota, where the company are themselves executing some heavy clay cutting. The heavy stiff work up the Qu'Appelle Valley, they placed under Contractors Messrs. Treat and Johnson, who pushed it vigorously until the severe weather last winter set in when they had practically to close down until the spring after having executed work to the value of \$134,600.

3. The Canadian White Contracting Company are the contractors for the grading and bridging of the line from the west end of the McDonald-McMillan contract, a point 275 miles from Portage la Prairie to a point a short distance west of the crossing of the South Saskatchewan river, a distance of 141 miles, excepting for the bridge over the South Saskatchewan river. This contracting firm have greatly disappointed me; their work has dragged along slowly and unsatisfactorily, but the Grand Trunk Pacific Railway Company assure me they are taking steps to have it prosecuted with greater vigour than in the past. Up to March 31 last only 48 per cent of the grading was done, and about 38 per cent of the entire work under contract.

4. Messrs. Foley Bros., Larson & Company are the contractors for the grading and bridging from the west end of the Canadian White contract to Edmonton, a distance of about 316 miles, excepting the bridges over the Battle river and the North Saskatchewan river. These contractors have, so far, disappointed me. Of the 10,000,000 cubic yards of grading contracted for, they have executed 2,500,000 cubic yards, about 25 per cent only, and a very small proportion of the culvert and bridge work. They are, however, contractors of repute who cannot afford to lose their reputation, and they have promised to prosecute the work with great vigour to completion during the coming season.

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5. The substructure of the Assiniboine bridge, I understand, the Grand Trunk Pacific Railway Company propose executing by day labour. The superstructure is under contract with the Canadian Bridge Company.

6. The substructure of the South Saskatchewan river bridge is under contract with the Messrs. John Gunn & Sons, who have made slow progress with the work, there being up to March 31, 1907, only 2,850 cubic yards excavated in foundation and 720 cubic yards concrete laid. The steel superstructure is under contract with the Canadian Bridge Company, who have the work sufficiently advanced to encourage the hope that in the course of the coming working season it will be erected.

7. Battle River Bridge.—No contract has yet been made for the substructure, but the Canadian Bridge Company are the contractors for the steel superstructure.

8. The substructure of the North Saskatchewan river bridge is under contract with Mr. Charles May, who has only recently commenced the work. The steel superstructure is under contract with the Canadian Bridge Company, who, I understand, have the material in stock, and are likely to have the bridge erected before the winter sets in.

It is only fair to those engaged in carrying out the works of construction of the line between Portage la Prairie and Edmonton, that I should explain the winter in the North-west has been unusually severe and boisterous, with heavy falls of snow, making it almost impossible to carry on works of construction; to this, no doubt, may be attributed the practical cessation of work during the last four or five months. I had anticipated working in the heavy cuttings during these months, as well as the delivery of large quantities of timber for the structures, but neither one nor the other has been possible. However, the contractors promise to put the necessary life into the work during the coming season, so as not to delay the track-laying.

TRACK-LAYING AND TELEGRAPH LINE.

The track laying which is being carried on by day labour by the Grand Trunk Pacific Railway Company, is making very unsatisfactory progress owing to the difficulty in procuring ties, only 36 miles of track having been laid up to March 31 last, whereas it had been fully expected that 120 miles of track would have been laid by that date. The outlook in the matter of the supply is most unfavourable for the coming season. Eighty-pound steel rails and fastenings are delivered for the whole distance from Winnipeg to Edmonton—800 miles—but the shortage of ties is delaying the track-laying.

The wire and cedar poles for the telegraph line are delivered and about 36 miles of telegraph line is erected. I think there will be no difficulty in keeping the erection of the telegraph line abreast of the tracklaying.

BUILDING.

No station buildings, engine houses, water tanks or coal sheds have, up to March 31 last, been erected, but some small buildings at Portage la Prairie storage yard have been built in which work on buildings and water service is being prepared.

In conclusion, I may remark that the Grand Trunk Pacific Railway Company assure me they have made such arrangements as to ensure the grading and bridging between Winnipeg and Edmonton being completed by the close of the fiscal year ending March 31, 1908, and the track being laid between Winnipeg and Saskatoon and that the only obstacle to prevent reaching Edmonton with the track within that time, will be the difficulty in obtaining the requisite quantity of ties.

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

*General Consulting Engineer to the Government
and Chief Engineer, Western Div. National Transl. Ry.*

PART III

RAILWAY SUBSIDIES

No. 1.

RAILWAY SUBSIDIES.

TABLE of per mile Cash Subsidies paid in aid of Railway Construction, showing amount of Subsidy granted for same Railways.

Number.	Name of Railway.	No. of miles built up to March 31, 1907.	No. of miles paid and pro- vided for.	Subsidy paid and available at March 31, 1907.	Subsidy paid to March 31, 1907.	Subsidy paid to June 30, 1907.
				\$ cts.	\$ cts.	\$ cts.
1	Albert Southern.	16	16	50,460 00	50,460 00	50,460 00
2	†Atlantic and Lake Superior.	30	30	165,734 00	144,969 02	144,969 02
3	†Algoma Central and Hudson Bay.	77	91	924,976 00	924,976 00	924,976 00
4	Baie des Chaleurs.	70	70	620,000 00	620,000 00	620,000 00
5	Baie of Quinte.	15	35	141,722 45	141,722 45	141,722 45
6	Beauharnois Junction.	19 50	19 50	62,400 00	62,400 00	62,400 00
7	Belleville and North Hastings.	6 84	6 84	21,888 00	21,888 00	21,888 00
8	Beersville Coal and Railway Co.	6 48	7	20,736 00	20,736 00	20,736 00
9	Brantford, Waterloo and Lake Erie.	18	18	57,600 00	57,600 00	57,600 00
10	Brockville, Westport and Sault Ste. Marie.	44 50	44 50	140,800 00	140,800 00	140,800 00
11	Bruce Mines and Algoma.	18	18	53,920 00	53,920 00	53,920 00
12	Bouctouche and Moncton.	31 75	31 75	101,600 00	101,600 00	101,600 00
13	Canada Atlantic.	54 05	54 05	282,355 20	282,355 20	282,355 20
14	Canada Central.	120	120	1,525,250 00	1,525,250 00	1,525,250 00
15	†Canada Eastern.	107	107	350,400 00	350,400 00	350,400 00
16	†Canadian Pacific.	1,905	1,905	25,000,000 00	25,000,000 00	25,000,000 00
17	" (extensien)*.	679	698 83	5,912,922 60	5,912,922 00	5,912,922 00
18	†Cape Breton, extension.	30	30	182,400 00	182,400 00	182,400 00
19	Caraquet.	67	67	224,000 00	224,000 00	224,000 00
20	Central (of New Brunswick).	45 66	89 50	238,400 00	142,400 00	142,400 00
21	Cornwallis Valley.	14	14	44,800 00	44,800 00	44,800 00
22	Columbia and Kootenay.	27 75	27 75	88,800 00	88,800 00	88,800 00
23	†Canadian Northern.	490	490	1,909,132 00	1,909,132 00	1,909,132 00
24	Chateauguay and Northern.	58	58	391,819 75	391,919 75	391,819 75
25	Cap de la Madeleine.	2 32	2 32	7,424 00	7,424 00	7,424 00
26	†Coast of Nova Scotia (now Halifax and Yarmouth).	50	61	160,000 00	160,000 00	160,000 00
27	†Central Ontario.	21	40	67,200 00	67,200 00	67,200 00
28	Cumberland.	14	14	39,850 00	39,850 00	39,850 00
29	Dominion Lime Co.	4 80	4 80	15,360 00	15,360 00	15,360 00
30	Dominion Coal Co.	27 44	27 44	87,808 00	87,808 00	87,808 00
31	†Drummond County.	133 00	135 60	423,936 00	423,936 00	423,936 00
32	†East Richelieu Valley.	21 86	21 86	69,952 00	69,952 00	69,952 00
33	Elgin, Petitcodiac and Havelock.	12	12	38,400 00	38,400 00	38,400 00
34	Erie and Huron.	30	30	96,000 00	96,000 00	96,000 00
35	Esquimalt and Nanaimo.	71	71	750,000 00	750,000 00	750,000 00
36	Fredericton and St. Mary's Bridge Co.	1 33	1 33	30,000 00	30 000 00	30,000 00
37	Grand Trunk, Georgian Bay and Lake Erie.	12 42	12 42	39,744 00	39,744 00	39,744 00
38	Grand Trunk.	Bridge.	Bridge.	500,000 00	500,000 00	500,000 00
39	Great Eastern.	12 50	12 50	40,345 00	40,345 00	40,345 00
40	†Great Northern.	140 42	143 59	557,788 31	557,788 31	557,788 31
41	Guelph Junction.	15 25	15 25	46,000 00	46,000 00	46,000 00
42	†Gulf Shore.	16 78	16 78	53,699 20	53,699 20	53,699 20
Carried forward.		4,536 65	4,670 61	41,535,621 91	41,418,856 93	41,418,856 93

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TABLE of per mile Cash Subsidies granted and paid in aid of Raiway Construction, &c. -Continued.

Number.	Name of Railway.	No. of miles built up to March 31, 1907.	No. of miles paid and pro- vided for.	Subsidy paid and available at March 31, 1907.		Subsidy paid to March 31, 1907.		Subsidy paid to June 30, 1907.	
				\$	cts.	\$	cts.	\$	cts.
	Brought forward.....	4,536.65	4,670.61	41,535,621	91	41,418,856	93	41,418,856	93
43	Halifax and South Western	98	231	921,883	20	921,883	20	921,883	20
44	Harvey Branch.....	3	3	5,553	57	5,553	57	5,553	57
45	Hereford	48.50	48.50	155,200	00	155,200	00	155,200	00
46	Irondale, Bancroft and Ottawa.....	45	45	144,000	00	144,000	00	144,000	00
47	International (Quebec).....	49	49	156,800	00	156,800	00	156,800	00
48	International (N. B.), formerly Res- tigouche and Western.....	15	77	246,400	00	178,408	07	178,408	07
49	†Inverness Ry. & Coal Co.....	60.97	98	390,268	00	368,545	97	368,545	97
50	James Bay.....		270	1,356,800	00	1,071,872	00	1,071,872	00
51	Joggins	12	12	37,500	00	37,500	00	37,500	00
52	Kingston and Pembroke.....	15	15	48,000	00	48,000	00	48,000	00
53	Klondyke Mines Railway Co.....	30	30	256,000	00	96,000	00	197,184	00
54	Kingston, Napanee and Western,..	61.35	61.35	208,732	80	208,732	80	208,732	80
55	L'Assomption.....	3.50	3.50	11,200	00	11,200	00	11,200	00
56	†Lake Erie and Detroit River.....	126.90	128.05	475,851	00	475,851	00	475,851	00
57	Lake Temiscamingue Colonization...	45.84	45.84	310,335	95	310,335	95	310,335	95
58	Leamington and Lake St. Clair.....	16	16	51,200	00	51,200	00	51,200	00
59	Lindsay, Bobcaygeon and Pontypool.	38.79	38.70	185,173	06	185,173	06	185,173	06
60	Lotbinière and Megantic.....	30	30	96,000	00	96,000	00	96,000	00
61	Manitoulin and North Shore.....	12.60	12.60	204,800	00	32,000	00	32,000	00
62	Middleton and Victoria Beach.....	39.30	39.30	125,760	00	125,760	00	125,760	80
63	Montreal & Sorel (now South Shore).	61.50	126.67	517,541	92	296,998	38	296,998	38
64	Montreal and Lake Champlain.....	83	83	103,600	00	103,600	00	103,600	00
65	Montreal and Western.....	70	70	361,270	00	361,270	00	361,270	00
66	Montreal and Lake Maskinongé.....	12.90	12.90	41,280	00	41,280	00	41,280	00
67	Montreal and Ottawa.....	60	60	192,000	00	192,000	00	192,000	00
68	†Montreal and Province Line.....	18.3	18.3	58,560	00	58,560	00	58,560	00
69	Montfort Colonization	32.20	32.20	167,440	00	167,440	00	167,440	00
70	Maganetawan River	1.11	1.11	3,552	00	3,552	00	3,552	00
71	†Massawippi Valley	1.68	1.68	5,376	00	5,376	00	5,376	00
72	†Midland (Nova Scotia).....	57.18	58	367,168	00	367,168	00	367,168	00
73	Nakusp and Slocan.....	36.80	36.80	117,760	00	117,760	00	117,760	00
74	New Brunswick and P. E. Island....	35.45	35.45	113,440	00	113,440	00	113,440	00
75	New Brunswick Coal and Railway ..	15	45	144,000	00	48,000	00	48,000	00
76	New Glasgow Iron and Coal Co....	12.45	12.45	39,840	00	39,840	00	39,840	00
77	Nicola, Kamloops and Similkameen..		45	292,800	00	110,592	00	110,592	00
78	Northern Colonization.....	20.90	20.90	133,760	00	133,760	00	133,760	00
79	Northern Pacific Junction.....	110	110	1,320,000	00	1,320,000	00	1,320,000	00
80	Nova Scotia Central.....	73.50	73.50	235,200	00	235,200	00	235,200	00
81	Ontario, Belmont and Northern....	9.60	9.60	30,720	00	30,720	00	30,720	00
82	Ontario and Quebec	61.25	61.25	196,000	00	196,000	00	196,000	00
83	Orford Mountain.....	26.50	53.50	168,814	50	168,814	50	168,814	50
84	Oshawa Railway and Navigation Co. †Ottawa, Northern and Western (for- merly Ottawa & Gatineau Valley).	7	7	22,400	00	22,400	00	22,400	00
85		82.28	86	410,688	00	410,688	00	410,688	00
86	†Ottawa and New York.....	53.87	53.87	262,384	00	262,384	00	262,384	00
87	†Ottawa, Arnprior and Parry Sound.	159.58	159.58	779,712	00	779,712	00	779,712	00
88	Parry Sound Colonization.....	47.75	47.75	152,800	00	152,800	00	152,800	00
89	Pontiac and Pacific Junction.....	70	70	193,578	00	193,578	00	193,578	00
90	†Phillipsburg Junction.....	7.41	7.41	23,712	00	23,712	00	23,712	00
91	Pontiac and Renfrew.....	4.25	4.25	13,600	00	13,600	00	13,600	00
92	Pontiac and Pacific and Ottawa and Gatineau.....	Bridge.	Bridge.	212,500	00	212,500	00	212,500	00
93	†Pembroke Southern	20	20	64,000	00	64,000	00	64,000	00
94	Port Arthur, Duluth and Western...	84.75	84.75	271,200	00	271,200	00	271,200	00
95	Quebec Central.....	74.86	74.86	348,342	00	348,342	00	348,342	00
96	Quebec Bridge Co.....	Bridge.	Bridge.	374,353	33	374,353	33	374,353	33
97	Quebec and Lake St. John.....	245.85	245.85	1,230,743	50	1,160,471	50	1,160,471	50
98	Quebec, Montmorency & Charlevoix.	30	30	96,000	00	96,000	00	96,000	00
99	Shuswap and Okanagan.....	51	51	163,200	00	163,200	00	163,200	00
100	South Norfolk.....	17	17	54,400	00	54,400	00	54,400	00
101	St. Catharines and Niagara Central..	12	12	38,400	00	38,400	00	38,400	00
	Carried forward.....	7,054.23	7,863.08	56,241,154	74	54,851,989	26	54,953,168	26

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TABLE of per mile Cash Subsidies granted and paid in aid of Railway Construction, &c.—*Concluded.*

Number.	Name of Railway.	No. of miles built up to Mar. 31, 1907.	No. of miles paid and pro- vided for.	Subsidy paid and available at Mar. 31, 1907	Subsidy paid to Mar. 31, 1907.	Subsidy paid to June 30, 1907.
				\$ cts.	\$ cts.	\$ cts.
	Brought forward.....	7,054.23	7,863.08	56,241,154 74	54,851,984 26	54,953,168 26
102	St. Clair Frontier Tunnel.....	2 23	2 23	375,000 00	375,000 00	375,000 00
103	St. Lawrence and Lower Laurentian.	38.85	38.85	217,600 00	217,600 00	217,600 00
104	St. Louis, Richibucto and Buctouche.	7	7	22,400 00	22,400 00	22,400 00
105	†St. Lawrence and Adirondack.....	33.51	33.51	149,481 60	149,481 60	149,481 60
106	†St. Mary River.....	44	46	177,400 00	148,094 00	148,094 00
107	St. Stephen and Milltown.....	4.64	4.64	14,848 00	14,848 00	14,848 00
108	Schomberg and Aurora	14.42	14 42	46,144 00	46,144 00	46,144 00
109	Temiscouata	112.95	112.95	645,950 00	645,950 00	645,950 00
110	†Thousand Islands	5.19	5.19	29,840 00	29,840 00	29,840 00
111	†Tilsonburg, Lake Erie and Pacific	33.96	47.50	117,431 48	117,431 48	117,431 48
112	Tobique Valley.....	27.88	27.88	134,016 00	134,016 00	134,016 00
113	Toronto, Grey and Bruce	4.58	4.58	14,656 00	14,656 00	14,656 00
114	†United Counties.....	59	59	188,816 00	188,816 00	188,816 00
115	Waterloo Junction.....	10.25	10.25	32,800 00	32,800 00	32,800 00
116	Western Counties.....	20	20	500,000 00	500,000 00	500,000 00
117	Western Ontario Pacific	18.75	18.75	60,000 00	60,000 00	60,000 00
118	York and Carleton.....	5.73	5.73	18,336 00	18,336 00	18,336 00
	Total.	7,497.17	15,818.73	58,985,873 82	57,567,397 34	57,668,581.34

‡Add subsidy of used rails as per statement, part iii., page 7, \$152,305.20, and Atlantic and North-western, \$3,172,200, less subsidy Canadian Pacific Railway, main line, \$25,000,000, and Western Counties Railway, \$560,000, which will then agree with statement of subsidies in part ii, page 50, viz., \$34,255,135.06.

*Includes the mileage of the North Shore Railway, 160 miles.

†By 60-61 Vic., cap. 4, 62-63 Vic., cap. 7, 63-64 Vic., cap. 8, 1 Edward VII., cap. 7, 3 Edward VII., cap. 57, and 4 Edward VII., cap. 34, subsidy was authorized on certain mileage of this railway, specified in the Act of Parliament, of \$3,200 per mile and a further subsidy beyond the sum of \$3,200 per mile, of 50 per cent on so much of the *average cost* of the said specified mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile.

The amount of certain of the subsidies authorized by Parliament given in this statement, includes the determined portion of the subsidies under 60-61 Vic., cap. 4, 62-63 Vic., cap. 7, 63-64 Vic., cap. 8, and 1 Edward VII., cap. 7, 3 Edward VII., cap. 57, and 4 Edward VII., cap. 34, viz.: The amount produced by the \$3,200 per mile, but the other portion is now an undetermined amount, and therefore cannot be shown here.

STATEMENT showing Railways receiving Cash Subsidies of fixed amounts, payable Annually or Semi-annually for fixed periods of years.

Number.	Name of Railway.	Miles subsidized.	Amount of Instalment.	Amount paid up to March 31, 1907.
				\$ cts.
1	International (Atlantic and North-west Railway Co.).....	252	\$93,300 per year for 34 years....	3,358,800
2	Kingston, Smith's Falls and Ottawa Railway Co.....	56	\$ 3,136 " 21 "	Nil.
	Total	308		3,358,800

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STATEMENT showing Railways aided by the Grant of Loans

No.	Name of Railway.	Amount of Loans authorized.	Amount loaned.
		\$	\$ cts.
1	Albert Railway Co	15,000	14,725 56
2	Fredericton and St. Mary's Bridge Co.	300,000	300,000 00
3	St. John Bridge and Railway Extension Co.	500,000	433,900 00
	Total	815,000	748,625 56

STATEMENT showing Railways subsidized by the Grant of used Iron Rails valued at the amount set forth.

No.	Name of Railway.	Tons of used Rails.	Subsidy on value of Rails.	Subsidy on used Rails paid.
			\$ cts.	\$ cts.
1	Central Railway Company of New Brunswick.....	4,052	83,612 54	83,612 54
2	Elgin, Petitediac and Havelock.	2,201	44,252 82	44,252 82
3	Chatham Branch Railway Co.....	958	24,439 84	24,439 84
	Total ...	7,211	152,305 20	152,305 20

STATEMENT showing Railways aided by the Loan of used Iron Rails valued at the amount set forth.

No.	Name of Railway.	Tons of used Rails.	Value of used Rails loaned.	Remarks.
			\$ cts.	
1	Kent Northern Railway Co.....	2,549	58,334 27	By 51 Victoria, chapter 3, these used rails will be granted as a subsidy, (the section of road to be first laid with new steel rails weighing not less than 50 lbs. per lin. yard and after an O.C. had been passed authorizing transfer.)
2	Halifax Cotton Co ...	233	4,335 00	
3	Steel Company of Canada.....	597	11,964 66	
4	Albert Railway Co	726	14,665 45	
	Total.....	4,105	89,299 38	

No. 2

LIST OF RAILWAY SUBSIDY ACTS PASSED IN EACH YEAR.

NOTE.—The marginal number opposite each subsidy has reference to the alphabetical list in the Deputy Minister's report showing the action taken in cases where a contract for work has been made with any company.

By the Acts of Parliament below specified, authority has been placed in the hands of the Governor in Council to grant, upon certain conditions, aid towards the construction of various lines of railway throughout the Dominion, as follows, namely :—

By the Acts of 45 Vic., cap. 14, 1882 (*Assented to 17th May, 1882*) :—

1. For a railway from Gravenhurst to Callander, both in the province of Ontario, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole \$660,000
2. For a railway from St. Raymond to Lake St. John, both in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 384,000
3. For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, or between them, to Edmundston, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 240,000
4. For a railway from Oxford to New Glasgow, both in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 224,000

“The said subsidies to be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to complete the said railways respectively, within a reasonable time, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government, and which the Government is empowered to make, and to be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, such proportion to be established by the report of the said Minister; provided always, that the granting of such bonuses or subsidies shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting therewith, as the Governor in Council may determine.”

By the special Act 45 Vic., cap. 55, 1882 (*Assented to 17th May, 1882*) :—

5. A subsidy authorized in favour of “The Chignecto Marine Transport Railway Company,” provided that they construct and thereafter maintain and operate a ship railway, to be approved by the Government, across the Isthmus of Chignecto, from the Gulf of St. Lawrence to the Bay of Fundy, per year, for twenty-five years..... \$150,000

By the Act 46 Vic., cap. 25, 1883 (*Assented to 25th May, 1883*) :—

6. To the Baie des Chaleurs Railway Company, for 100 miles of their railway, from Métapediac, on the Intercolonial Railway, to Paspebiac, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 320,000

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7. To the Caraquet Railway Company, for 36 miles of their railway, from a point near Bathurst to Caraquet, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$115,200
 8. To the Gatineau Valley Railway Company, for the first 50-mile section of their railway, from Hull station, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole . . 160,000
 9. To the Great American and European Short Line Railway Company, for 80 miles of their railway, from Canso to Louisburg or Sydney, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 256,000
 10. To the International Railway Company, for 49 miles of their railway, from Sherbrooke, in the province of Quebec, to the international boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 156,800
 11. To the Northern and Western Railway Company, for 32 miles of their railway, from the Intercolonial Railway, near the Miramichi, to Moran's, near Demphy village, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole . . 102,400
 12. To the Montreal and Western Railway Company, for the first 50-mile section of their railway, out of St. Jérôme, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 160,000
 13. To the Napanee, Tamworth and Quebec Railway Company, for 28 miles of their railway, from Napanee to Tamworth, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 89,600
 14. To the Quebec and Lake St. John Railway Company, for 25 miles of their railway, from St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 80,000
- In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen.
15. For a railway from the International Railway at Petitcodiac to Havelock Corner, in the province of New Brunswick, 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 38,400
 16. For a railway from Gravenhurst to Callander, 110 miles, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole 660,000
- In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen.

“The nine subsidies first mentioned to be granted to the companies hereinbefore named respectively ; and the two subsidies last mentioned to be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to complete the said railways, respectively ; and all the eleven lines above mentioned, and also the lines of railway in respect of which it is provided by the Act of forty-fifth Victoria, chapter fourteen, that subsidies may be granted, shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years from and after the passing of this Act, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made by each company with the Government, and which the Government is empowered to make ; and all the said subsidies authorized by this Act, respectively, to be paid out of the Consolidated Revenue Fund of Canada by instalments, on the completion of each section of not less than ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, to be established by the report of the said Minister ; Provided always, that the granting of such subsidies shall be subject to such conditions for securing such running powers

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or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized as the Governor in Council may determine."

By the special Act 46 Vic., cap. 26, 1883 (*Assented to 25th May, 1883*):—

- 17.** An advance authorized in favour of the "St. John Bridge and Railway Extension Company," to enable them to build a railway bridge across the River St. John, N.B., with railway connection with the Intercolonial, such advance to be secured by a mortgage on their entire property, not to exceed 80 per cent of the expenditure on the work, nor a total sum of\$ 500,000

By the Act 47 Vic., cap. 8, 1884 (*Assented to 19th April, 1884*):—

- 18.** To the Government of the province of Quebec, in consideration of their having constructed the railway from Quebec to Ottawa, forming a connecting line between the Atlantic and Pacific coasts via the Intercolonial and Canadian Pacific Railways, and being as such a work of national and not merely provincial utility, a subsidy not exceeding \$6,000 per mile for the portion between Quebec and Montreal, 159 miles, nor exceeding in the whole 954,000
- 19.** And for the portion between Montreal and Ottawa, 120 miles, \$12,000 per mile, nor exceeding in the whole 1,440,000
- 20.** For the construction of a line of railway connecting Montreal with the harbours of St. John and Halifax by the shortest and best practicable route, after the report of competent engineers, a subsidy not exceeding \$170,000 per annum, for fifteen years, or a guarantee of a like sum for a like period as interest on bonds of the company undertaking the work.
- 21.** For the construction of a line of railway from Oxford station, on the Intercolonial Railway, to Sydney or Louisburg, a subsidy not exceeding \$30,000 per annum for fifteen years or a guarantee of a like sum for a like period as interest on the bonds of the company undertaking the work, in addition to the subsidies previously granted, and also a lease or transfer to such company of the Eastern Extension Railway; from New Glasgow to Canso, with its present equipment.
- 22.** To the Quebec Central Railway Company, for a line of railway from Beauce Junction to the international boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 211,200
- 23.** For the extension of the Canadian Pacific Railway, from its terminus at St. Martin's Junction, near Montreal, or some other point on the Canadian Pacific Railway, to the harbour of Quebec, in such manner as may be approved by the Governor in Council, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole 960,000
- 24.** To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria branch of the Midland Railway to the village of Bancroft, in the township of Dungannon, county of Hastings, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 160,000
- 25.** To the Pontiac Pacific Junction Railway, for a line of railway from Hull or Aylmer to Pembroke, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 272,000
- 26.** To the Gatineau Railway Company, for a line of railway from Kazuabazua to Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 160,000
- 27.** To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth to Bogart and Bridgewater, a subsidy, not exceeding \$3,200 per mile, nor exceeding in the whole 70,400

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28.	To the Montreal and Western Railway Company, for a line of railway from the end of the line subsidized in the now last session of Parliament, towards Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$160,000
29.	To the Northern and Western Railway Company, for a line of railway from Fredericton to the Miramichi River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (instead of the subsidy proposed in 1883).....	128,000
30.	To the Erie and Huron Railway Company, for a line of railway from Wallaceburg to Sarnia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
31.	To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	262,400
32.	To the Kingston and Pembroke Railway Company, for a line of railway from Mississippi to Renfrew, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
33.	To the Great Northern Railway Company, for that portion of their railway between St. Jérôme and New Glasgow, in the county of Terrebonne, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
34.	For a line of railway and bridge between the Jacques Cartier Union Railway Junction with the Canadian Pacific Railway and St. Martin's Junction connecting the Jacques Cartier Union Railway with the North Shore Railway proper, a subsidy not exceeding in the whole.....	200,000
35.	For a line of railway from Richibucto to St. Louis, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
36.	For a line of railway from Hopewell to Alma, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
37.	For a line of railway from St. Andrew's to Lachute, in the county of Argenteuil, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
38.	For a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	217,600
39.	For a line of railway from Annapolis to Digby, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
40.	For a line of the Central Railway, from the head of Grand Lake to the Intercolonial Railway between Sussex and St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	128,000
41.	To the Caraquet Railway Company, for the extension of their line of railway from Caraquet to Shippegan Harbour, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
42.	For a branch of the Intercolonial Railway, from Metapediac eastward towards Paspébiac, twenty miles, in the province of Quebec, a sum not exceeding in the whole.....	300,000
43.	For a branch of the Intercolonial Railway, from Derby Station to Indian-town, fourteen miles, a sum not exceeding in the whole.....	140,000

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are

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granted shall be commenced within two years from the first day of July next and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, except the line mentioned in the fourth section of this Act,* which shall be commenced within one year, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister. The subsidies to the province of Quebec shall be capitalized, and the interest shall be payable at such time and in such manner as the Government of Canada shall agree upon with the Government of the said province. The two subsidies last mentioned in the list are for works to be constructed by the Government of Canada.

“ Provided, always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine.”

By the special Act 47 Vic., cap. 6, 1884 (*Assented to 19th April, 1884*):

44. Relating to an agreement with the province of British Columbia, authority was given, *inter alia*, for the grant of a subsidy to the “ Esquimalt and Nanaimo Railway Company ” in aid of the construction of a line of railway and telegraph between the points named; such subsidy to be in lands *en bloc* on Vancouver Island, the boundaries being fixed by the Act, and in money..... \$750,000

By the Act 48-49 Vic., cap. 59, 1885 (*Assented to 20th July, 1885*):

45. To the Ottawa, Waddington and New York Railway and Bridge Company, for a line of railway from Ottawa to Waddington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 166,400
46. To the New Brunswick and Prince Edward Island Railway Company, for a line of railway from Sackville to the Straits of Northumberland, at or near Cape Tormentine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 118,400
47. To the Montreal and Sorel Railway Company, for a line of railway from St. Lambert to Sorel, a subsidy not exceeding \$1,600 per mile, nor exceeding in the whole..... 72,000
48. To the Brockville, Westport and Sault Ste. Marie Railway Company, for a line of railway from Brockville to Westport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 128,000
49. To the Quebec and Lake St. John Railway Company, for a line of railway from its junction on the North Shore Railway to St. Raymond, upon condition of the company extending their road to a point 50 miles north of St. Raymond, a subsidy not exceeding \$3,200 per mile nor exceeding in the whole..... 96,000
50. To the Northern and Western Railway Company, for a line of railway from the northern end of the 40 miles subsidized between Fredericton and the Miramichi River by 47 Victoria, chapter 8, to Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 19,200

* The extension of the Canadian Pacific Railway from its terminus at St. Martin's Junction, or some other point on the said railway to the harbour of Quebec.

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|---|----------|
| 51. To the Montreal and Champlain Junction Railway Company, for a line of railway from Brosseau's to Dundee, a subsidy not exceeding \$500 per mile, nor exceeding in the whole | \$30,000 |
| 52. To the Thunder Bay Colonization Railway Company, for a line of railway from the Murillo station of the Canadian Pacific Railway to the east end of Whitefish Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 92,000 |
| 53. To the Central Ontario Railway Company, for a line of railway from Coe Hill or Rathbun, to Bancroft, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 64,000 |
| 54. To the Belleville and North Hastings Railway Company, for a line of railway from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, a subsidy not exceeding \$1,500 per mile, nor exceeding in the whole | 10,500 |
| 55. For a line of railway from Long Sault to the foot of Lake Temiscamingue, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 25,600 |
| 56. For a line of railway from a point on the Canada Southern Railway near Comber, to Lake Erie, at or near the village of Leamington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 44,800 |
| 57. To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth towards Bogart and Bridgewater, 16 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy of | 70,000 |
| 58. To the Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of 62 miles, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, a subsidy of | 320,000 |
| 59. For a line of railway from the Grand Piles, on the River St. Maurice, to its junction with Lake St. John Railway, a distance of about 50 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, for a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy of | 217,600 |
| 60. To the Canada Atlantic Railway Company, for a line of railway from Valleyfield to a point one and a half miles west of Johnston's, a subsidy not exceeding \$1,600 per mile, and from one and a half miles west of Johnston's to Lacolle; also from the present terminus at Ottawa, to the Chaudiere Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 96,000 |
| 61. For a line of railway from Indiantown via the Miramichi Valley, to its junction with the Northern and Western Railway at or near Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 140,800 |

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions, specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister.

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“ Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connected with those so subsidized. as the Governor in Council may determine.”

By the Act 48-49 Vic., cap. 58, 1885 (*Assented to 20th July, 1885*):—

- 62.** For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, to Edmundston, in the province of New Brunswick, a subsidy not exceeding two thousand eight hundred dollars per mile for seventy-five miles, and six thousand dollars per mile for eight miles, nor exceeding in the whole two hundred and fifty-eight thousand dollars; the said subsidy to be in addition to the subsidy authorized to be granted in aid of the construction of the said railway by the Act forty-fifth Victoria, chapter fourteen, and constituting with the subsidy so authorized, a subsidy not exceeding in the whole four hundred and ninety-eight thousand dollars, and to be granted for the said railway upon the terms and conditions specified in the said Act, and payable out of the Consolidated Revenue Fund of Canada; and for the purpose of incorporating the persons undertaking the construction of the said railway and those who shall be associated with them in the undertaking, the Governor may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, which shall be similar to such of the franchises, privileges and powers granted to railway companies during the present session as the Governor shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.
- 63.** For a line of railway from the south bank of the St. Lawrence river, opposite or near Montreal, to the harbours of St. Andrew's, St. John and Halifax via Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton and Salisbury, a subsidy not exceeding eighty thousand dollars per annum for twenty years, forming in the whole, together with the subsidy authorized by the Act forty-seventh Victoria, chapter eight, for a line of railway connecting Montreal with the said harbours of St. John and Halifax by the shortest and best practicable route, which the line above described is found to be, a subsidy not exceeding two hundred and fifty thousand dollars per annum, the whole of which shall be paid in aid of the construction of such a line of railway for a period of twenty years, or a guarantee bond of a like sum for a like period as interest on the bonds of the company undertaking the work; the said subsidy to be so granted upon the terms and conditions of and payable out of the Consolidated Revenue Fund in the manner specified in the said last mentioned Act in respect of the subsidy thereby authorized in aid of the said line of railway.
- 64.** The Governor in Council may grant a further subsidy as an aid towards procuring free access as hereinafter described for the trains and traffic of the Canadian Pacific Railway Company from St. Martin's Junction, near Montreal, or from some other point on their railway to be selected by the said company, to the harbour of Quebec, in such a manner as shall be approved by the Governor in Council, that is to say: an additional subsidy not exceeding three hundred and forty thousand dollars, constituting, together with the subsidy authorized by the said last mentioned Act, to aid in procuring the extension of

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the Canadian Pacific Railway to Quebec, and the subsidy also thereby authorized to aid in constructing a line connecting the Canadian Pacific Railway at the Jacques Cartier Union Junction with the North Shore Railway proper (which subsidies shall be applicable to the said first mentioned purpose) a sum not exceeding in the whole the sum of one million five hundred thousand dollars, payable out of the Consolidated Revenue Fund of Canada.

The said Act further provided as follows in relation to this matter:—

“If it should be expedient so to do in order to facilitate such access, the Governor in Council may acquire the North Shore Railway, and may apply the said sum of one million five hundred thousand dollars, or any part thereof, in aid of such acquisition and upon such acquisition may transfer and convey or lease the said railway to the Canadian Pacific Railway Company, subject to such obligation as the Government shall have assumed in acquiring it.”

By the Act 49 Vic., cap. 10, 1886 (*Assented to 2nd June, 1886*):—

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|------------|---|-----------|
| 65. | For a railway from a point at or near Moncton, to Buctouche, in the province of New Brunswick, thirty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 96,000 |
| 66. | For a railway from Ingersoll via London to Chatham, in the province of Ontario, eighty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 256,000 |
| 67. | To the Northern and Western Railway Company, for ten miles of their railway, intervening between the termini of the portions of their railway for which subsidies are already granted, the one from Fredericton and the other from Indiantown, and an extension of two miles down to deep water at Chatham, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 68. | To the Caraquet Railway Company, for ten miles of their railway, from the end of the present subsidized portion at Lower Caraquet to Shippegan, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 69. | To the Lake Erie, Essex and Detroit River Railway Company, for thirty-seven miles of their railway, from Windsor to Leamington, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 118,400 |
| 70. | To the Thunder Bay Colonization Railway Company, for fifty-six miles of their railway, from the end of the present subsidized section to a point near Crooked Lake, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 179,200 |
| 71. | To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, on the line of the Northern Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 128,000 |
| 72. | For a railway from a point at or near New Glasgow or St. Lin, to or near Montcalm, in the province of Quebec, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 57,600 |
| 73. | For a railway from Hereford to the International Railway, in the township of Eaton, in the province of Quebec, thirty-four miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. | 108,800 |
| 74. | For a railway from St. Félix to Lake Maskinongé, parish of St. Gabriel in the province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 75. | For a railway from Glenannan to Wingham, in the province of Ontario, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 16,000 |

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- 76.** For a railway from a point at or near the McCann Station, on the Intercolonial Railway, to the Joggins, on Cumberland Basin, in the province of Nova Scotia, twelve miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 38,400
- 77.** For a railway from L'Assomption to L'Epiphanie, in the province of Quebec, three miles and a half, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 11,200
- 78.** To the Montreal and Western Railway Company, for seventy miles of their railway from St. Jérôme, north-westerly towards Désert, in the province of Quebec, a subsidy of \$5,161 per mile, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, not exceeding in the whole 361,270
- 79.** For a railway from St. Andrew's to the Canadian Pacific Railway at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 22,400
- 80.** To the Canada Atlantic Railway Company, for twelve miles of their railway from Clark's Island to Valleyfield, and from Lacolle, in the province of Quebec, to the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400
- 81.** For a railway from Truro to Newport, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 156,800
- 82.** To the Quebec and Lake St. John Railway Company, for ninety-five miles of their railway, from a point fifty miles north of St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding \$1,961 per mile, nor exceeding in the whole (in addition to the subsidy granted by 45 Victoria, chapter 14, and 46 Victoria, chapter 25, of \$3,200 per mile)..... 186,295
- 83.** To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400
- 84.** For the construction of wharfs and landing stages on the line of the railway from Long Sault to the foot of Lake Temiscamingue, a subsidy of..... 6,000
- 85.** To the Gananoque, Perth and James Bay Railway Company, seventeen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 54,400
- 86.** For a railway from St. Eustache to St. Placide, county of Two Mountains, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 57,600
- 87.** For a railway from a point on the Intercolonial Railway through the Stewiacke Valley, on the line which will afford facilities of communication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 80,000
- 88.** For a railway from Yamaska to the River St. Francis, in the province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 32,000
- 89.** For a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, in the province of New Brunswick, twenty-eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 89,600
- 90.** For a railway from Fredericton to the village of Prince William, in the province of New Brunswick, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 70,400

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- 91. For a railway from a point on the Intercolonial Railway near Newcastle or via Douglstown to a point on the River Miramichi, opposite the town of Chatham, in the province of New Brunswick, six miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. \$19,200
- 92. For a railway from a point on the Canadian Pacific Railway to Eganville, in the province of Ontario, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 70,400
- 93. To the Belleville and North Hastings Railway Company, for seven miles of their railway, from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, in the province of Ontario, a subsidy (in addition to the subsidy of \$1,500 per mile granted by 48-49 Victoria, chapter 59), not exceeding \$1,700 per mile, nor exceeding in the whole..... 11,900
- 94. To the Napanec, Tamworth and Quebec Railway Company, for eighteen miles of their railway from Tamworth to Tweed, in lieu of the subsidy granted by 48-49 Victoria, chapter 59, a subsidy of..... 70,000
- 95. To the Albert Railway Company, for their railway from Salisbury to Hopewell, in the province of New Brunswick, which is a feeder to the Intercolonial Railway, in the form of a loan, repayable at such time and secured in such manner as the Governor in Council determines, a subsidy of..... 15,000

“The subsidies hereinbefore mentioned as to be granted to the companies named for that purpose shall be granted to such companies respectively ; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies have been granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall be so constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in the agreement to be made in each case by the company to the Government, and which the Government is hereby empowered to make ; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council, and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister : Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements, and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine.”

By section 2 of this Act authority was given for the grant of a charter by the Governor in Council for the purpose of constructing a railway from Long Sault to the foot of Lake Temiscamingue.

By the Act 50-51 Vic., cap. 24, 1887 (*Assented to 23rd June, 1887*).

- 96. To the St. Catharines and Niagara Railway Company, for twelve miles of their railway from the city of St. Catharines to the bridge over the Niagara River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 38,400
- 97. To the Vaudreuil and Prescott Railway Company, for thirty miles of their railway from Vaudreuil towards Hawkesbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 96,000
- 98. To the Richmond Hill Junction Railway Company, for five miles of their railway from Richmond Hill Junction, on the Northern Railway of Canada, to Richmond Hill village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 16,000

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99.	To the Drummond County Railway Company, for thirty miles of their railway from Drummondville towards Nicolet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
100.	To the Joggins Railway Company, for one and a quarter miles of their railway extending from the southern end of the portion subsidized by the Act 49 Victoria, chapter 10, to the wharfs, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	4,000
101.	To the Moncton and Buctouche Railway Company, for two miles of their railway from the west end of the portion subsidized by the Act 49 Victoria, chapter 10, to Moncton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	6,400
102.	To the Beauharnois Junction Railway Company, for thirty miles of their railway from St. Martin's towards St. Anicet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
103.	To the Harvey Branch Railway Company, for three miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600
104.	To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway from the town of Brantford to the village of Hagersville or the village of Waterford, or some intermediate point on the Canada Southern Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
105.	To the Guelph Junction Railway Company, for sixteen miles of their railway from its junction with the Canadian Pacific Railway to the town of Guelph, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
106.	To the Massawippi Railway Company, for ten miles of their railway from a point on the Atlantic and North-western Railway near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
107.	To the Napanee, Tamworth and Quebec Railway Company, for four miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to Tweed, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	12,800
108.	To the Dominion Lime Company, for seven miles of their railway from a point on the Quebec Central Railway, in the township of Dudswell, to the Dudswell Lime Company's quarries, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
109.	To the South Norfolk Railway Company, for seventeen miles of their railway from Port Rowan to the town of Simcoe, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400
110.	To the Jacques Cartier Union Railway Company, extending and completing their railway, a subsidy of.....	20,000
111.	For a line of railway from Mount Forest to Walkerton, twenty-four miles in length, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
112.	To the Oshawa Railway and Navigation Company, for seven miles of their railway from Port Oshawa towards Raglan, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
113.	To the Saguenay and Lake St. John Railway Company, for thirty miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000

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| 114. | To the Great Eastern Railway Company, for thirty miles of their railway from the River St. Francis to the Arthabaska Railway, at St. Grégoire station, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$96,000 |
| 115. | To the Ontario and Pacific Railway Company, for six miles of their railway from the northern end of the portion subsidized by the Act 47 Victoria, chapter 8, to the town of Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 19,200 |
| 116. | To the Caraquet Railway Company, for seven miles of their railway from Lower Caraquet to Shippegan, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding in the whole.. | 32,000 |
| 117. | To the St. Lawrence and Lower Laurentian and Saguenay Railway Company, for the section of this railway from Grand Piles, on the St. Maurice River, to its junction with the Quebec and Lake St. John Railway, in lieu of the subsidy granted by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, for a line of railway from Grand Piles, on the St. Maurice River, to its junction with the Lake St. John Railway, a distance of about fifty miles, a subsidy of..... | 217,600 |
| 118. | To the St. John Valley and River du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 70,400 |
| 119. | To the Lake Temiscamingue Railway Company, for four short sections of railway, in all about two miles in length, to overcome the rapids of the Ottawa River, known as "La Mi-Charge," "La Cave," "Les Erables," and "La Montagne," and for the construction of wharfs and landing stages at these rapids, to connect the Canadian Pacific Railway at Mattawa with Lake Temiscamingue by steamboats, railways and other works (in lieu of a portion two miles in length, out of the eight miles of railway subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, under which about six miles of railway have already been built from the foot of Long Sault proper to the foot of Lake Temiscamingue, and in lieu also of the subsidy granted by the Act 49 Victoria, chapter 10), a subsidy of..... | 12,400 |
| 120. | To the Carillon and Grenville Railway Company, for twelve miles of their railway from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 |
| 121. | To the Minudie Branch Railway Company, for five and a half miles of their railway from its junction with the Joggins Railway, near the River Hébert railway bridge, to the village of Minudie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 17,600 |
| 122. | To the Lake Temiscamingue Colonization and Railway Company, for ten and a half miles of their railway from the Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 33,600 |
| 123. | To the Leamington and St. Clair Railway Company, for two miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to the village of Comber, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 6,400 |
| 124. | To the Cumberland Railway and Coal Company for fourteen miles of their railway from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the railway between Oxford and New Glasgow, near Oxford village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 44,800 |

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125.	To the Montreal and Champlain Junction Railway Company, a subsidy of.....	\$ 64,000
126.	To the Quebec and Lake St. John Railway Company, for nine miles of their railway, the distance which the previous subsidies granted are short of covering from the city of Quebec to Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	28,800
127.	To the Temiscouata Railway Company, for thirty miles of a branch of their railway from Edmundston towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	96,000
128.	To the Cornwallis Valley Railway Company, for thirteen miles of their railway from Kentville to Kingsport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	41,600
129.	To the Nova Scotia Central Railway Company, for thirty-four miles of their railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	108,800
130.	To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, a subsidy of.....	89,600
131.	For a railway from Woodstock towards Centreville, twenty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	64,000
132.	For a railway bridge over the St. Lawrence River, at Coteau Landing on the line of the Canada Atlantic Railway, a subsidy of fifteen per cent on the value of the structure, not to exceed.....	180,000
133.	To the Lake Erie, Essex and Detroit River Railway Company, for twenty-seven miles of their railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding.....	118,400

“For the purpose of granting corporate powers to persons or companies undertaking the construction of railways or parts of railways, mentioned in the next preceding section, for the construction of which no corporate powers exist at the time of the passing of this Act, the Governor in Council may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, as the Governor in Council shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.

“The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; the other subsidies, including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct their railway, shall be granted to such companies as shall be approved by the Governor in Council, as having established, to his satisfaction, their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized, except as regards the subsidy for the bridge over the

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St Lawrence River, upon which shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

"The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"Notwithstanding anything contained in the Act forty-fifth Victoria, chapter fourteen, or in the Act forty-sixth Victoria, chapter twenty-five, the balances of the sums granted for a railway from St. Raymond to Lake St. John and to the Quebec and Lake St. John Railway Company by the said Acts respectively, which have not yet been paid by the Government, may be paid at any time within one year from the passing of this Act, subject to the conditions in the said Act contained."

By the Act 51 Vic., cap. 3, 1888 (*Assented to 22nd May, 1888*):—

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| 134. To the Ottawa and Parry Sound Railway Company, for 22 miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by 49 Victoria, chapter 10, for a railway from a point on the Canadian Pacific Railway to Eganville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 70,400 00 |
| 135. To the Nova Scotia Central Railway Company, for 46 miles of their railway, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 147,200 00 |
| 136. To the Montreal and Champlain Junction Railway Company, for 3 miles of their railway from the end of the present subsidized section, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 9,600 00 |
| 137. To the Massawippi Junction Railway Company, for their railway from a point on the Atlantic and North-west Railway, near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of..... | 32,000 00 |
| 138. To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the Chief Engineer of Government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken, and for three miles of their railway extending from a point three miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, provided that the entire work subsidized upon this railway shall be completed within four years from the passing of this Act, the subsidy granted by this Act not to exceed in the whole..... | 41,100 00 |
| 139. To the Port Arthur, Duluth and Western Railway Company, for $84\frac{3}{4}$ miles of their railway from Port Arthur towards Gun Flint Lake, in lieu of the subsidies granted by 48-49 Victoria, chapter 59, and 49 Victoria, chapter 10, for the construction of a railway from Murillo Station to Crooked Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 271,200 00 |
| 140. To the Quebec and Lake St. John Railway Company, for 30 miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, being a transfer made at the request of the Saguenay and Lake St. John Railway Company of the subsidy granted to them by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 00 |

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- 141.** To the Temiscouata Railway Company, for 20 miles of their branch railway from Edmundston towards the St. Francis River, in the province of Quebec, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of..... \$100,000 00
- 142.** To the Quebec Central Railway Company, for the construction and completion of a line of railway from St. Francis Station to a point on the Atlantic and North-west Railway near Moose River, 90 miles, in lieu of the balance of the subsidy, unearned, granted by 47 Victoria, chapter 8, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of 288,000 00
- 143.** To the Central Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 4,052 tons of used iron rails and fastenings, loaned to the St. Martin's and Upham Railway Company, now forming part of the Central Railway, which rails and fastenings stand in the Public Accounts as an asset for..... 83,612 54
- 144.** To the Elgin, Petitcodiac and Havelock Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,201 tons of used iron rails and fastenings loaned to the Elgin Branch Railway, now forming part of the Elgin, Petitcodiac and Havelock Railway, which rails and fastenings stand in the Public Accounts as an asset for 44,252 82
- 145.** To the Kent Northern Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,549 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 58,334 27
- 146.** To the Halifax Cotton Company of Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 233 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 4,335 00
- 147.** To the Steel Company of Canada, in Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 597 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 11,964 66
- 148.** To the Albert Railway Company of New Brunswick, a grant as a subsidy (the section of road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 726 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 14,665 45

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- 149.** To the Chatham Branch Railway of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 958 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... \$24,439 84

“ All the lines, for the construction of which subsidies are granted, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make ; the location also of every such line of railway shall be subject to the approval of the Governor in Council ; and also the said subsidies respectively, payable in cash, shall be payable out of the Consolidated Revenue Fund of Canada by instalments, on the completion to the satisfaction of the Minister of Railways and Canals of each section of the railway of not less than 10 miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized.”

By the Act 52 Vic., chap. 3, 1889. (*Assented to 2nd May, 1889*):—

- 150.** To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Ottawa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$172,400 00
- 151.** To the Ottawa and Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of sixty-two miles, a subsidy not exceeding in the whole..... 320,000 00
- 152.** To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway, from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400 00
- 153.** To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the line of the Northern and Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 128,000 00
- 154.** For a railway from St. Andrew's to the Canadian Pacific Railway, at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 22,400 00
- 155.** For a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 156,800 00
- 156.** For a line of the Central Railway from the head of Grand Lake to the Intercolonial Railway, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 128,000 00
- 157.** To the Albert Southern Railway Company, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole 31,771 43
- 158.** To the Baie des Chaleurs Railway Company, the balance remaining unpaid of the subsidy mentioned in the Act 49th Victoria, chapter 17, not exceeding in the whole 244,500 00

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159.	To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria Branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole.....	\$145,000 00
160.	To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Act 45th Victoria, chapter 14, and 46th Victoria, chapter 25, not exceeding in the whole..	35,000 00
161.	For a railway from some point on the Joggins Railway, near the Hébert River, to Young's Mills, in the province of Nova Scotia, a distance of five miles, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	16,000 00
162.	To the St. Clair Frontier Tunnel Company, for the construction of a tunnel under the St. Clair River, from a point at or near Sarnia, to a point at or near Port Huron, a subsidy not exceeding in the whole.....	375,000 00
163.	To the Pontiac and Renfrew Railway Company, for six miles of their railway from the north bank of the Ottawa River, opposite Braeside, or from Bristol Iron Mines, to the Pontiac Pacific Junction Railway, near the Quyon River, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	19,200 00
164.	To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the St. Charles River, to or near to Cap Tourmente, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	96,000 00
165.	To the Fredericton and St. Mary's Bridge Company, for a bridge over the St. John River, at Fredericton, in the province of New Brunswick, a subsidy not exceeding in the whole.....	30,000 00
166.	To the Napanee, Tamworth and Quebec Railway Company, for seven miles of their railway, from a point at or near Yarker to a point at or near Harrowsmith, and to a company for three miles of railway from a point at or near Harrowsmith to a point at or near Sydenham, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	32,000 00
167.	For a railway from a point near Sicamous, on the Canadian Pacific Railway, to a point on Lake Okanagan for fifty-one miles of such railway, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	163,200 00
168.	To the Cornwallis Valley Railway Company, for one mile of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Kingsport, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	3,200 00
169.	To the Lake Témiscamingue Colonization and Railway Company, for fifteen miles of their railway, from Mattawa station on the Canadian Pacific Railway, towards the Long Sault, or from the Long Sault towards the said Mattawa station, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
170.	To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of Saint-Michel des Saints, on the River Mattawin, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00

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171.	To the Kingston, Smith's Falls and Ottawa Railway Company, for twenty miles of their railway, from the city of Kingston towards Smith's Falls, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 64,000 00
172.	To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway, from Woodstock to Hamilton, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	158,400 00
173.	For a railway from St. Césaire to St. Paul d'Abbotsford, in the province of Quebec, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000 00
174.	To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
175.	To the Drummond County Railway Company, for four and one-half miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Ball's Wharf, on the St. Lawrence River, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	14,400 00
176.	To the St. Catharines and Niagara Central Railway Company, for twenty miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Catharines, towards the city of Hamilton, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
177.	To the Quebec and Lake St. John Railway Company, for twenty miles of their railway, from the end of the section of thirty miles from Lake St. John towards Chicoutimi, subsidized by the Act 51 Victoria, chapter 3, towards Chicoutimi, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
178.	To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
179.	To the Hereford Railway Company, for fifteen miles of their railway, from Cookshire to a junction with the Quebec Central Railway at Dudswell, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
180.	To the Massawippi Junction Railway Company, for fifteen miles of their railway, from Ayer's Flat to Coaticook, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
181.	To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro', towards Palmer's Rapids, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
182.	To the Thousand Islands Railway Company, for four miles of their railway, from a point near the St. Lawrence River, in Gananoque village, to Gananoque Junction of the Grand Trunk Railway, and for thirteen miles of their railway, from Gananoque Junction of the Grand Trunk Railway to a junction with the Brockville, Westport and Sault Ste. Marie Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400 00

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- 183.** For a railway from Cape Tourmente towards Murray Bay, twenty miles, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00
- 184.** To the Amherstburg, Lake Shore and Blenheim Railway Company, for twenty miles of their railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 64,000 00

“ So much of the subsidy of three thousand two hundred dollars per mile, which under the provisions of the Act forty-ninth Victoria, chapter seventeen, and of this Act, may be paid to the Baie des Chaleurs Railway Company in respect of the thirty miles of their railway, from the seventieth to the hundredth mile, eastward from Metapediac, shall be applicable to the section of the said railway, comprised between the fortieth and the seventieth mile thereof, eastward from Metapediac, instead of to the said first mentioned section of thirty miles, making six thousand four hundred dollars per mile applicable to the secondly mentioned section of thirty miles; but the foregoing provision shall be subject to the condition that the said company undertake to complete the thirty miles of their railway from the seventieth to the hundredth mile eastward from Metapediac within a reasonable time, not to exceed four years, to be fixed by Order in Council, and without any further subsidy from the Government of Canada, and that they deposit with the Minister of Railways and Canals, as security to the Crown that they will well and truly carry out their undertaking, their bonds to the amount of two hundred thousand dollars.

“ The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make: the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized, except as respects the tunnel under the St. Clair River, in which case there shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

“ The granting of such subsidies, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

“ And for the removal of doubts it is hereby declared and enacted that the provision in the Act passed in the fifty-first year of Her Majesty's reign, and chaptered three, relating to the Pontiac Pacific Junction Railway Company, extended and extends the several subsidies in aid of the said company for four years from the passing of the said Act, that is to say, from the twenty-second day of May, one thousand eight hundred and eighty-eight.”

By the Special Act, 52 Vic., cap. 5, 1889 (*Assented to 2nd May, 1889*):—

- 185.** In order to enable the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company to complete their railway from Regina to some point on the South Saskatchewan River at or near Saskatoon, and thence northward to Prince Albert, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails,

for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum in manner following, that is to say :—the sum of fifty thousand dollars to be paid annually on the construction of the railway to a point at or near Saskatoon, such payment to be computed from the date of the completion of the railway to such point ; and the remaining thirty thousand dollars annually on the extension of the railway to Prince Albert, such payment to be computed from the date of such last mentioned completion : Provided that if the second portion of the said railway is not built and operated to Prince Albert within two years after the completion of the railway to the South Saskatchewan as aforesaid, the payment of fifty thousand dollars shall cease until the whole railway is finished to Prince Albert.

By the Act 53 Vic., cap. 2, 1890 (*Assented to 16th May, 1890*) :—

186.	To the Montreal and Ottawa Railway Company, for thirty miles of their railway, from the western end of the thirty-six miles subsidized by the Act 50-51 Victoria, chapter 24, towards Ottawa, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	\$ 96,000
187.	To the Waterloo Junction Railway Company, for eleven miles of their railway, from Waterloo to Elmira, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	35,200
188.	To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Acts 45 Victoria, chapter 14, and 46 Victoria, chapter 25, not exceeding in the whole...	600
189.	For a railway from Woodstock via London to Chatham, in the province of Ontario, thirty miles in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Ingersoll via London to Chatham, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	256,000
190.	To the St. Catharines and Niagara Railway Company, for fourteen miles of their railway, from the end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	44,800
191.	To a railway from Ottawa to Morrisburg, fifty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	166,400
192.	To the Erie and Huron Railway Company, for twenty-two miles of their railway from Petrolea via Oil Springs to Dresden, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	70,400
193.	To the Brockville, Westport and Sault Ste. Marie Railway Company, for a railway from Brockville to Westport, the balance remaining unpaid of the subsidy granted by the Act 48-49 Victoria, chapter 59, not exceeding in the whole.....	83,000
194.	To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
195.	To the Port Arthur, Duluth and Western Railway Company, for five miles of their railway, being a branch of the main line of railway to the Kakabeka Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000
196.	To the Lake Erie and Detroit River Railway Company, for fifty miles of their railway, on a line to be fixed by the Governor in Council, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	160,000

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197.	To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway, from Bobcaygeon to the Midland Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 51,200
198.	To the Kingston, Smith's Falls and Ottawa Railway Company, for thirty-six miles of their Railway, from the north-east end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Smith's Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	115,200
199.	To the Ottawa and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
200.	To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway, from Belleville to Tweed and thence to Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
201.	To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
202.	To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200
203.	To the Woodstock and Centreville Railway Company, for six miles of their railway, from the western end of the twenty miles subsidized by the Act 50-51 Vic., chap. 24, to the International boundary between the province of New Brunswick and the state of Maine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
204.	For a railway from a point at or near Fredericton, via Oromocto and Gagetown, to a point on the New Brunswick Railway west of Westfield station, for thirty miles thereof, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
205.	To the Central Railway Company of New Brunswick, for four and a half miles of their railway, the distance which the previous subsidy granted is short of covering, from the head of Grand Lake to the Intercolonial Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	14,400
206.	To the Montreal and Western Railway Company, for seventy miles of their railway, from St. Jérôme, north-westerly towards Désert, in the province of Quebec, in lieu of the subsidy granted by the Act 49 Vic., chap. 10, a subsidy not exceeding \$5,161 per mile, nor exceeding in the whole.....	361,270

"Provided, that the subsidy hereby granted to the Montreal and Western Company may be paid by instalments on the completion of each section of the railway as follows, that is to say :—

SECTIONS.	Approximate length in miles.
St. Jérôme to Shawbridge.....	8
Shawbridge to St. Sauveur.....	4
St. Sauveur to Ste. Adèle.....	6
Ste. Adèle to Lac à la Fourche.....	6
Lac à la Fourche to Ste. Agathe.....	6½
Ste. Agathe to St. Faustin.....	14
St. Faustin to St. Jovite.....	7½
St. Jovite to Summit Lake.....	8
Summit Lake to La Chute aux Iroquois.....	7
La Chute aux Iroquois towards Désert.....	3

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“Such instalments to be proportionate to the value of the portions so completed in comparison with that of the whole work undertaken, to be established as aforesaid.”

207. For seventy-five miles of the railway from Shelburne, in the county of Shelburne, and from Liverpool, in the county of Queen's towards Annapolis, in the province of Nova Scotia, to be so contracted for as to secure the construction to both Shelburne and Liverpool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 240,000
208. To the Inverness and Richmond Railway Company, for fifty miles of their railway from Port Hawkesbury to Broadcove, a subsidy not exceeding \$1,000 per mile, nor exceeding in the whole.....	50,000
209. To the International Railway Company, for a railway from Sherbrooke to the international boundary, the balance remaining unpaid of the subsidy granted by the Act 46 Vic., chapter 25, not exceeding in the whole.....	3,840
210. For completing the Montreal and Sorel Railway from St. Lambert to Sorel.....	40,000
211. To the Pontiac Pacific Junction Railway Company, for seven and a half miles of their railway, from Hull to Aylmer, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	24,000
212. To the Montreal and Lake Maskinongé Railway Company, for three and a half miles of their railway, the distance which the subsidy granted by the Act 49 Vic., chapter 10, is short of covering from St. Félix to Lake Maskinongé, in the parish of St. Gabriel, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	10,200
213. To the Great Eastern Railway Company, for a bridge over the Nicolet River, and also a bridge on the St. Francis River, a subsidy of 15 per cent on the value of the structure, not to exceed.....	37,500
214. To the Drummond County Railway Company, for twenty-four miles of their railway, from Drummondville to Ste. Rosalie, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
215. To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
216. To the Lake Temiscamingue Colonization Railway Company, for twenty miles of their railway, from the northern end of the fifteen miles subsidized by the Act 52 Vic., chapter 3, to the Long Sault, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
217. To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from the northern end of the 15 miles subsidized by the Act 52 Victoria, chapter 3, towards the parish of St. Michel des Saints, on the River Mattawa, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
218. To the St. Lawrence and Adirondack Railway Company, for eighteen miles of their railway, from Valleyfield to Huntingdon, on the Montreal and Champlain Junction Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
219. To the Quebec Central Railway Company, for ninety miles of their railway, from St. Francis Station, on the Quebec Central Railway, to a point on the Atlantic and North-western Railway,	

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near Moose River, or from a point on the Quebec Central Railway between the Chaudière River and Tring Station, to a point on the International Railway at or near Lake Megantic, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period, as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of.....		\$288,000
220. To the Quebec and Lake St. John Railway Company, for a railway bridge over the St. Charles River, to give access to the city of Quebec, a subsidy not to exceed in the whole \$30,000; also for twelve miles of their railway from Lorette via Charlesbourg to Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$38,400.....		68,400
221. For a railway from Summerside to Richmond Bay, in the province of Prince Edward Island, three miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....		9,600
222. To the Columbia and Kootenay Railway Company, for thirty-five miles of their railway, from the outlet of Kootenay Lake to a point on the Columbia River as near as practicable to the junction of the Kootenay and Columbia Rivers, a subsidy not exceeding \$3,200 per mile, nor to exceed in the whole.....		112,000
223. For a railway from a point on the Intercolonial Railway through the Stewiacke Valley on a line which will afford facilities of communication with the Iron Mines, Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....		80,000
224. For a railway from Fredericton to the village of Prince William in the province of New Brunswick, twenty-two miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....		70,400
225. To the St. John Valley and Rivière du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....		70,400
226. To the Témiscouata Railway Company, for sixteen miles of their railway, from the west end of the twenty miles of their branch railway from Edmundston, subsidized by the Act 51 Victoria, chapter 3, towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....		51,200
227. For a railway from the north end of the fourteen miles for which a subsidy was granted by the Act 50 and 51 Victoria, chapter 24, to the Tobique Valley Railway Company, from Perth Centre towards Plaister Rock Island, eleven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....		35,200
228. To the Orford Mountain Railway Company, for thirty-one miles of their railway, between Eastman and Kingsbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....		99,200
229. For a railway from Lachine Bank, on a line of the Grand Trunk Railway, to a point at or near Rivière des Prairies, a distance of fifteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....		48,000

“The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; the other subsidies,

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including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct its railway, shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council,—except the Erie and Huron Railway, which shall be completed within two years from the first day of July next. And they shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specifying an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make. The location, also, of every such line of railway shall be subject to the approval of the Governor in Council. And all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as regards the Erie and Huron Railway Company, upon which payment shall be made only upon the completion of the work—except, also as regards the subsidies to the Inverness and Richmond Railway, which shall be paid on the completion of each ten mile section, in accordance, as nearly as practicable, with the agreement between the company and the municipality of Inverness, and with section four of the Act of the Legislature of Nova Scotia, 1890, intituled: An Act to enable the county of Inverness to borrow money—except, also, as regards the subsidies to the Great Eastern Railway Company for bridges over the Nicolet and St. Francis Rivers, and to the Quebec and Lake St. John Railway for the bridge over the St. Charles River, upon which shall be paid fifteen per cent of the value of work done, on monthly progress estimates certified by the Chief Engineer and upon the approval of the Minister of Railways and Canals—and except also the subsidy granted to the Quebec Central Railway Company, the first annual payment upon which shall be made at the end of twelve months from the date of the Chief Engineer's certificate of the completion of the work, and each subsequent payment at the end of each twelve months thereafter, for the term of twenty years.

“The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing running powers or traffic arrangements or other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those subsidized, as the Governor in Council determines.”

By the special Act 53 Vic., ch. 5, 1890 (*Assented to 16th May, 1890*):—

230. In order to enable the Calgary and Edmonton Railway Company to construct so much of their railway as reaches from a point on the line of the Canadian Pacific Railway Company within the town of Calgary to a point on the North Saskatchewan River near Edmonton, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum, in manner following, that is to say: the sum of eighty thousand dollars to be paid annually on the construction of the railway from Calgary to a point on the North Saskatchewan River near Edmonton,—such payment to be computed from the date of the completion of the railway between such points: Provided that the Governor General in Council may order such sums to be paid in semi-annual instalments, and may permit the company to assign the same by way of security for any bonds or securities which may be issued by the company in respect of the company's undertaking.

By 54-55 Victoria, ch. 8, 1891 (*Assented to 30th Sept., 1891*):—

231. To the Great Northern Railway Company, for a railway from a point at or near New Glasgow or St. Lin to or near to Montcalm, in the province of Quebec, eighteen miles, the balance

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	remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act forty-ninth Victoria, chapter ten, nor exceeding in the whole.....	\$ 28,100 00
232.	To the Quebec and Lake St. John Railway Company, for the railway bridge over the St. Charles River to give access to the city of Quebec, the difference between the amount already paid to the company and the sum of \$30,000 mentioned as not to be exceeded by the Act fifty-third Victoria, chapter two, a subsidy not exceeding.....	5,250 00
233.	To the Oshawa Railway Company, for seven miles of their railway from Port Oshawa towards Raglan, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400 00
234.	To the St. Lawrence, Lower Laurentian and Saguenay Railway Company, for the section of their railway from Grand Piles, on the St. Maurice River to its junction with the Quebec and Lake St. John Railway, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	92,784 00
235.	To the Great Eastern Railway Company, for thirty-miles of their railway, from the River St. Francis to the Arthabaska Railway at St. Grégoire station, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	79,700 00
236.	To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway from Woodstock to Hamilton, in the province of Ontario, in lieu of the subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	158,400 00
237.	To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	46,040 00
238.	To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$6,400 per mile, nor exceeding in the whole....	89,600 00
239.	To the Kingston, Smith's Falls and Ottawa Railway Company for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts fifty-second Victoria, chapter three, and fifty-third Victoria, chapter two, a subsidy not exceeding \$12,534 per annum, to be paid in semi-annual instalments of \$6,267 each, for twenty years, which represents a grant in cash of.....	179,200 00

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“ Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles ; Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the company, for twenty years, a semi-annual annuity calculated on a basis of three and one-half per cent on the amount so deposited ; Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking.”

240. To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro' towards Palmer's Rapids, in the province of Ontario, in lieu of a subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00

“ Provided that the subsidy hereby granted to the Brockville, Westport and Sult Ste. Marie Railway Company may be paid by instalments, on the completion of each section of the railway as follows, that is to say :—

Sections.	Length in miles.
From, at or near Newboro' to Westport.....	4
From Westport towards Palmers Rapids.....	16

“ The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council ; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make ; the location, also of every such line of railway, shall be subject to the approval of the Governor in Council ; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, the first semi-annual payment upon which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of twenty-eight miles of the railway, and each subsequent payment at the end of each six months thereafter, for the term of twenty years,—except also as to the Quebec and Lake St. John Railway Company, the subsidy to which shall be paid upon the completion of the work,—except also as to the Brockville, Westport and Sault Ste. Marie Railway Company, the subsidy to which shall be paid as follows : on the completion of that portion of the said road from, at or near Newboro' to Westport, a distance of four miles, the sum of twelve thousand eight hundred dollars, and on the completion of the remaining sixteen miles from Westport towards Palmer's Rapids, the sum of fifty-one thousand two hundred dollars.

“ Within one month after the commencement of each session of Parliament, whilst any of the said moneys are being paid out, there shall be laid before Parliament a statement showing all payments of such moneys during the then next preceding year, the names of the respective persons to whom such payments have been made, and the amounts paid them respectively, together with the engineer's report upon which pay-

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ments have been recommended, and copies of all contracts between the Government and the company under which the said subsidies are authorized to be paid.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running power or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

By the Act 55-56 Victoria, chap. 5, 1892 (*Assented to 9th July, 1892*):—

241.	To the Lake Erie and Detroit River Railway Company, for fifty-eight miles of their railway from a point at or near Cedar Creek to the town of Ridgetown, in lieu of the subsidies granted to the Lake Erie and Detroit River Railway Company by the Act 53 Victoria, chapter 2, and to the Amherstburg, Lake Shore and Blenheim Railway Company by the Act 52 Victoria, ch. 3.	\$224,000 00
242.	To the Ottawa, Arnprior and Parry Sound Railway Company, for fifty-five miles of their railway from Barry's Bay towards the Northern Pacific Junction Railway, a subsidy not exceeding \$6,400 per mile on the first twenty-seven and a half miles out from Barry's Bay, and not exceeding \$3,200 per mile on the second twenty-seven and a half miles, nor exceeding in the whole.	264,000 00
243.	To the Canadian Pacific Railway Company or to the Columbia and Kootenay Railway and Navigation Company, for a railway from a point on the Canadian Pacific Railway at or near Revelstoke to the head of Arrow Lake, for twenty-five miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	80,000 00
244.	To the Tobique Valley Railway Company, for a railway from the north end of the eleven miles for which a subsidy was granted by the Act 53 Victoria, chapter 2, to Plaister Rock Island, for 3 miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	9,600 00
245.	To the Monfort Colonization Railway Company, for twenty-one miles of their railway from Lachute, St. Jérôme or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Monfort and westward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	67,200 00
246.	To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway from the Belmont iron mines to the Canadian Pacific Railway and the Central Ontario Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	32,000 00
247.	To the Montreal and Champlain Junction Railway Company, the balance remaining unpaid of the subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, a subsidy of.	15,100 00
248.	To the Buctouche and Moncton Railway Company, for thirty-two miles of their railway from Moncton to Buctouche, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Acts 49 Victoria, chapter 10, and 50-51 Victoria, chapter 24, not exceeding in the whole.	35,480 00
249.	To the Cobourg, Northumberland and Pacific Railway Company, for nineteen miles of their railway from Cobourg to the Ontario and Quebec Railway (in addition to the subsidy granted by the Act 53 Victoria, chapter 2), a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	60,800 00

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250.	For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien in the said county, for twelve miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 38,400 00
251.	To the Inverness and Richmond Railway Company (or any other company undertaking the work), for twenty-five miles of their railway from a point on the Cape Breton Railway, at or near Orangedale, to Broadcove, a subsidy not exceeding \$3,200 per mile, in lieu of the subsidy of \$50,000 granted to the said railway company by 53 Victoria, chapter 2, and on the same conditions, not exceeding in the whole.....	80,000 00
252.	To the Nicola Valley Railway Company, for twenty-five miles of their railway from a point on the Canadian Pacific Railway at or near Spence's Bridge towards Nicola Lake	80,000 00
253.	To the Lotbinière and Megantic Railway Company, for fifteen miles of their railway from a point at or near St. Jean Deschailons towards Glen Lloyd, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	48,000 00
254.	To the Stewiacke and Lansdowne Railway Company, for a railway from a point on the Intercolonial Railway, through the Stewiacke Valley, on a line which will afford facilities of communication with the iron mines at Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000 00
255.	To the Philipsburg Junction Railway and Quarry Company, for six and seven-hundredths miles of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	21,600 00
256.	To the Kingston, Napanee and Western Railway Company, for three miles of their railway from a point at or near Harrowsmith to a point at or near Sydenham, in lieu of the subsidy granted for this section of road by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	9,600 00
257.	For a railway from Cape Tourmente towards Murray Bay, in the province of Quebec, twenty miles, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	64,000 00
258.	To the Stewiacke and Lansdowne Railway Company, for a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, for forty-nine miles of such railway, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	156,800 00
259.	To the Restigouche and Victoria Railway Company, for fifteen miles of their railway from Campbelton towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	48,000 00
260.	For a railway from St. Johns to Ste. Rosalie, thirty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	102,400 00
261.	For a railway from St. Placide to St. Andrew's, eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	25,600 00
262.	For a railway to complete the connection between Sydney and Louisburg, in the county of Cape Breton, for twenty-eight miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600 00

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- 263.** To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway from Belleville to Tweed and thence to Bridgewater, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 96,000 00
- 264.** To the Kingston, Smith's Falls and Ottawa Railway Company, for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of such subsidies so granted, to be paid in semi-annual instalments for such period not exceeding twenty-one years, as the company may elect, which represents a grant in cash of..... 179,200 00

" Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles : Provided also, that the company may deposit with the Minister of Finance and Receiver General, a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the company for such period not exceeding twenty years as the company may elect, a semi-annual annuity calculated on a basis of three and a half per cent on the amount so deposited. Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking."

- 265.** To the St. Catharines and Niagara Central Railway Company, for thirty-four miles of their railway from the city of St. Catharines to the city of Hamilton, in lieu of the subsidies, not to exceed \$108,000, granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of the said subsidies, to be paid in semi-annual instalments for such period, not exceeding twenty years, as the company may elect, representing a grant in cash of \$108,000 : Provided that, upon the completion of ten miles of said railway, a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole thirty-four miles. Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding \$400,000, in consideration whereof there shall be paid by the Government to the company, for such period not exceeding twenty years, as the company may elect, a semi-annual annuity, calculated on a basis of three and a half per cent on the amount so deposited, or a guarantee of a like sum, as interest on the bonds of the company : Provided further, that the company, with the approval of the Governor in Council, may assign the said subsidy and annuity to trustees by way of security for principal, or interest of any bonds or securities which may be issued by the company in respect of their undertaking, and the subsidy last above mentioned to the St. Catharines and Niagara Central Railway Company shall be paid in instalments, the first semi-annual payment upon which shall be made at the end of the six months from the date of the Chief Engineer's certificate of the completion of the first ten miles of railway, and each subsequent payment at the end of six months thereafter, for the term of twenty years or less. It is a condition of this subsidy that the sum not exceeding \$400,000 above mentioned shall be deposited with the Finance Minister before January 1st, 1893.

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- 266.** To the Woodstock and Centreville Railway Company, for a railway from Woodstock towards Centreville, twenty miles, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. \$64,000 00
- 267.** To the Brockville, Westport and Sault Ste. Marie Railway Company, for the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding \$3,200 per mile, and also for the balance remaining unpaid of the subsidy granted by the Act 53 Victoria, chapter 2, nor exceeding in the whole. 96,800 00
- 268.** To the New Glasgow Iron, Coal and Railway Company, for a railway from Eureka Junction on the Intercolonial Railway to a point at or near Sunnybrae, including a branch line to the charcoal iron furnace at Bridgeville, for twelve and a half miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 40,000 00
- 269.** To the Thousand Island Railway Company, for an extension of their railway to connect with the Brockville, Westport and Sault Ste. Marie Railway, the Kingston, Napanee and Western Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, and an extension across the mouth of the Gananoque River, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole. 44,000 00
- Payable, \$14,000 on the completion of the last named or southern extension, and the balance of said subsidy, being \$30,000, on the completion of the first named or northern extension of their railway.
- 270.** To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. \$96,000 00
- 271.** To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway from the end of the line subsidized by the Act 53 Victoria, chapter 2, at the junction with the Midland Railway, to Pontypool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 51,200 00
- 272.** For seventy-five miles of the railway from Sand Point, Shelburne Harbour, in Nova Scotia, to Annapolis Royal, in the county of Annapolis and to a junction at or near New Germany on the Nova Scotia Central Railway, with a view to future construction to Liverpool, in lieu of the subsidy of a like amount granted by the Act 53 Victoria, chapter 2, for the same length of railway from Shelburne and from Liverpool, towards Annapolis, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 240,000 00
- 273.** To the Kingston, Napanee and Western Railway Company, for twenty miles of their railway, being extensions or branches in the counties of Peterborough, Hastings, Addington, Frontenac or Leeds, towards iron deposits, a subsidy not exceeding \$3,200 per mile, payable in instalments regulated by the length of each of the said extensions, additions or branches, the subsidy not exceeding in the whole. 64,000 00
- 274.** To the St. John Valley and Rivière du Loup Railway Company, for ten miles of their railway from the north end of the line subsidized by the Act 53 Victoria, chapter 2, towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 48,000 00

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275.	To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 96,000 00
276.	To the Ottawa, Arnprior and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00
277.	To the Ottawa, Arnprior and Parry Sound Railway Company, for twenty-two miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400 00
278.	To the Lake Témiscamingue Colonization Railway Company, for thirty-five miles of their railway from Mattawa to the Long Sault, in lieu of the subsidies granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	112,000 00
279.	To the Témiscouata Railway Company, for twelve miles of their railway from the north end of the section of the St. François Branch subsidized by the Act 51 Victoria, chapter 3, being the first twelve miles on the section subsidized by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$1,800 per mile, in addition to the subsidy already granted, and not exceeding in the whole.....	21,600 00
280.	To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway from Port Burwell to Tilsonburg, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200 00
281.	To the Woodstock and Centreville Railway Company, for six miles of their railway from the west end of their twenty miles subsidized by the Act 50-51 Victoria, chapter 24, to the international boundary between the province of New Brunswick and the state of Maine, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200 00
282.	To the Lake Témiscamingue Colonization Railway Company, for 15 miles of their railway from the Long Sault to the crossing of the Kippewa River, a subsidy not exceeding \$3,200 per mile—and a subsidy of fifteen per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not exceeding \$15,000,—nor exceeding in the whole.....	63,000 00
283.	To the Goderich and Wingham Railway Company, for thirty-one miles of their railway from Goderich to Wingham, via Port Albert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	99,200 00
284.	To the Joliette and St. Jean de Matha Railway Company, for eight miles of their railway from St. Félix de Valois to St. Jean de Matha, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	25,600 00
285.	To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
286.	To the Nipissing and James Bay Railway Company, for twenty-five miles of their railway from, at or near North Bay station on	

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	the Canadian Pacific Railway towards James Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 80,000 00
287.	For a railway from a point on the Intercolonial Railway between Ste. Flavie and Little Métis station to Matane, for fifty miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	160,000 00
288.	To the Ontario and Pacific Railway Company, for fifty-three and eighty-seven hundredths miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	172,400 00
289.	For a railway from a point on the line of the Canadian Pacific Railway on the Isle Jésus, in the county of Laval, towards St. Eustache, for twelve miles of such railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, to the Carillon and Grenville Railway Company, for twelve miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400 00
290.	For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for eighteen miles of such railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600 00
291.	To the Port Arthur, Duluth and Western Railway Company, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding, with the amount already paid, \$3,200 per mile, nor exceeding in the whole.....	114,125 00
292.	To the Drummond County Railway Company for four and six-tenths miles of their railway from Bull's Wharf, on the St. Lawrence River, near Nicolet, to Ste. Rosalie Junction, an excess of distance by the constructed line over the subsidies heretofore voted for a railway between the said points, \$3,200 per mile, not exceeding in the whole.....	14,720 00
293.	To the St. Lawrence and Adirondack Railway Company, for five and forty-two hundredths miles of their railway, from Huntingdon towards the international boundary, which, with the distance between Valleyfield and Huntingdon, twelve and fifty-eight hundredths miles, makes up the distance of eighteen miles named in the 53 Vic., chap. 2, granting a subsidy to this company, and for five and forty-hundredths miles from the east end of the eighteen miles referred to to the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	25,024 00

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated

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Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, and the subsidy granted to the St. Catharines and Niagara Central Railway Company, the first semi-annual payments upon both of which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of their railways respectively, and each subsequent payment at the end of each six months thereafter, for the term of twenty years or less.

. "The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines."

294. Notwithstanding the expiration of the time limited by the Act 47 Victoria, chapter 8, and by the contract entered into with the Pontiac Pacific Junction Railway Company, the Governor in council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act.

295. Notwithstanding the expiration of the time limited by the Act 52 Victoria, chapter 3, and by the contract entered into with the Quebec and Lake St. John Railway Company, the Governor in Council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act; and notwithstanding anything contained in the Act 50-51 Victoria, chapter 24, the Governor in Council may also pay to the said company the balance remaining unpaid of the subsidy granted to the company by the said Act, amounting to \$12,800, on the four miles of their road from the north end of the main line subsidized towards Roberval.

By the Act 56 Vic., chap. 2, 1893 (*Assented to 1st April, 1893*):—

- | | |
|---|--------------|
| 296. To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 64,000 00 |
| 297. To the United Counties Railway Company, for thirty-two miles of their railway, from a point at or near the town of Iberville to St. Hyacinthe, and thence towards Sorel, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, for a railway from St. Johns to Ste. Rosalie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 102,400 00 |
| 298. To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway, divided into two sections: first, from the Belmont Iron Mines to Marmora village; second, from Marmora village to the junction with the Ontario Central Railway, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 00 |
| 299. To the Central Ontario Railway Company, for twenty miles of their railway, from Coe Hill or Gilmore, or some point between | |

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	Coe Hill and Gilmore, to Bancroft, via L'Amable, or as near thereto as practicable, in lieu of the subsidy granted by the Act 48-49 Victoria, chapter 59, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 64,000 00
300.	To the Quebec and Lake St. John Railway Company, for thirty miles of their railway, from Lake St. John towards Chicoutimi, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding in the whole.....	81,040 00
301.	To the Irondale, Bancroft and Ottawa Railway Company, for fifty miles of their railway, from the Victoria branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47 Victoria, chapter 8, and again granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....	145,000 00
302.	To the Beauharnois Junction Railway Company, for thirty miles of their railway, from Ste. Martine towards St. Anicet, the balance remaining unpaid of the subsidy granted by the Act 50-51 Victoria, chapter 24, not exceeding in the whole.....	3,500 00
303.	To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200 00
304.	To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the River St. Charles, to or near to Cape Tourmente, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..	30,400 00
305.	To the Ottawa and Gatineau Valley Railway Company, for sixty-two miles of their railway, from Hull station towards Le Désert, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....	89,248 00
306.	To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara, or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
307.	To the Nova Scotia Central Railway Company (or to such person or persons or company as in the opinion of the Minister or acting Minister of Justice are entitled to the same) for eighty miles of their railway, from Lunenburg, on the east coast of Nova Scotia, westward to a point in the district of New Germany, together with a spur about three-fourths mile long to Bridgewater railway wharf, and from a point thirty-three and a half miles from Lunenburg and running to Middleton on the Windsor and Annapolis Railway, of unpaid subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, an amount not exceeding in the whole.....	4,500 00
308.	To the Great Northern Railway Company, for eighteen miles of their railway, from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 54-55 Victoria, chapter 8, not exceeding in the whole.....	25,600 00
309.	To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific	

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	Railway between Joliette and St. Félix de Valois, in lieu of the subsidy granted by the Act 53 Victoria, chap. 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	\$ 18,000 00
310.	To the Montfort Colonization Railway Company, for twenty-one miles of their three-feet gauge railway from Lachute, St. Jérôme, or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Montfort and westward, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	67,200 00
311.	To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of St. Michel des Saints, on the river Mattawa, in the province of Quebec, and for fifteen miles of their railway from the north end of the fifteen miles above referred to, towards the parish of St. Michel des Saints on the river Mattawa, in the province of Quebec, in lieu of the subsidies granted by the Acts 52 Victoria, chap. 3, and 53 Victoria, chap. 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	96,000 00
312.	To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the Northern Pacific Junction Railway, in the province of Ontario, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.	97,600 00
313.	To the Jacques Cartier Union Railway Company, for extending and completing their railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy of.	20,000 00
314.	To the Oshawa Railway Company, for seven miles of their railway and branches as follows: from Port Oshawa to a point at or near Edmondson's Falls mill site, near Mill Street, in the town of Oshawa (this portion being known as the "Lake" section of the said railway); thence to a point at or near the town hall in the town of Oshawa, and thence to the Oshawa station of the Grand Trunk Railway Company of Canada (this portion being known as the "Town" or "Northern" section of the said railway)—in lieu of the subsidy granted by the Act 54-55 Victoria, chapter 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	22,400 00

• All the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council.

“The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

“All the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed

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in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as follows :—

“(a.) The subsidy to the Ontario, Belmont and Ottawa Railway Company, which shall be paid as follows : on the completion of the first section, an instalment proportionate to the value of the said section in comparison with that of the ten miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy on the completion of the second section ;

“(b.) The subsidy to the Oshawa Railway Company, which shall be paid as follows : on the completion of the “Town” or “Northern” section, an instalment proportionate to the value of the said section in comparison with that of the seven miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy, on the completion of the “Lake” section of the said railway.”

By the Act 57-58 Vic., cap. 4, 1894. (*Assented to, 23rd July, 1894*) :—

315.	To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 48,000
316.	To the Brockville, Westport and Sault Ste. Marie Railway, the balance remaining unpaid of the subsidy granted by chapter 3 of 1889, not exceeding \$3,200 per mile, and also the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, which was re-granted by chapter 5 of 1892 ; the whole not exceeding	86,800
317.	To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway, from Port Burwell to Tilsonburg, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	51,200
318.	To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway, from the town of Brantford to the village of Hagarsville or the village of Waterford, or some intermediate point on the Canada Southern Railway, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding \$3,200 per mile, nor exceeding in the whole	4,790
319.	To the St. Catharines and Niagara Central Railway Company, for 34 miles of their railway from the city of St. Catharines to the city of Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	108,800
320.	To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887 ; and for 30 miles of their railway from the western end of the 30 miles first mentioned towards Ottawa, the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, not exceeding \$3,200 per mile ; the whole not exceeding.....	118,400
321.	Notwithstanding the expiration of the time limited by chapter 2 of 1890, and by the contract entered into with the Quebec Central Railway Company, and notwithstanding anything otherwise in the said chapter 2 contained, the Governor in Council may pay the subsidy granted by the said chapter to the said company at the present worth of the twenty annual payments mentioned in the said chapter (interest computed at four per cent), for and upon the completion of its railway extending from a point between the Chaudière River and Tring Station to a point on the International Railway at or near Lake Megantic, and upon the inspection and acceptance of the same by the Chief Engineer of Railways and Canals, the sum in all of.....	288,000

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- 322.** To the Philipsburg Junction Railway and Quarry Company, for $\frac{67}{100}$ mile of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi and a branch to Missisquoi Bay, the balance remaining unpaid of the subsidy granted by chapter 5 of 1892, not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 2,912
- 323.** To the Joliette and St. Jean de Matha Railway Company, for 8 miles of their railway from St. Félix de Valois to St. Jean de Matha, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 23,600
- 324.** To the Lake Temiscamingue Colonization Railway Company, for their railway from Mattawa to the foot of the Kippewa Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$160,000,—also 15 per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not to exceed \$15,000 in all, in lieu of the subsidies granted by chapter 5 of 1892,—also the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, for their railway from Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile of railway and 15 per cent on the value of the bridges,—also, a sum of \$1,750 additional per mile on their said railway from Mattawa to the foot of the Kippewa Lake; the whole not exceeding..... 274,940
- 325.** For a railway from St. Placide to St. Andrews, 8 miles, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 25,600
- 326.** For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for 18 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 57,600
- 327.** For a railway from a point on the line of the Canadian Pacific Railway on Isle Jésus, in the county of Laval, towards St. Eustache, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, to the Carillon and Grenville Railway Company, for 12 miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400
- 328.** For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien, in the said county, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 38,400
- 329.** To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the chief engineer of government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken; and for 3 miles of their railway extending from a point 3 miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, in lieu of the subsidy granted by chapter 3 of 1888; provided that the entire work subsidized upon this railway shall be completed within 4 years from the passing of this Act; the subsidy granted by this Act not to exceed in the whole..... 41,100

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330.	To the Pontiac Pacific Junction Railway Company, for the construction or acquisition of $7\frac{1}{2}$ miles of railway, from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	\$ 24,000
331.	To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, less the subsidy granted for the line from Hull to Aylmer, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	73,172
332.	To the Harvey Branch Railway Company, for 3 miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding \$3,200 per mile, nor exceeding in the whole.....	4,046
333.	For a railway from a point on the Intercolonial Railway near Newcastle via Douglastown, to a point on the River Miramichi opposite the town of Chatham, in the province of New Brunswick, 6 miles, in lieu of the subsidy granted by chapter 10 of 1886, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
334.	For a railway from some point on the Joggins Railway, near the Hebert River, to Young's Mills, in the province of Nova Scotia, a distance of 5 miles, in lieu of the subsidy granted by chapter 3 of 1889, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000
335.	To the Woodstock and Centreville Railway Company, for a railway from Woodstock to the international boundary between the province of New Brunswick and the state of Maine, 26 miles, in lieu of the subsidies granted by chapter 24 of 1887 and chapter 2 of 1890 a subsidy not exceeding \$3,200 per mile nor exceeding in the whole.....	\$3,200
336.	For 90 miles of the railway from Newport or Windsor to Truro, or to a point between Truro and Stewiacke, and from a point on the said railway to a point at or near Eastville, and from Eastville through the valley of the Musquodoboit River towards a point on the proposed Dartmouth branch of the Intercolonial, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; and also for a railway bridge over the Shubenacadie River on the line of the said railway, a subsidy of 15 per cent on the value of the structure; the whole not exceeding.....	300,000
337.	To the Nipissing and James Bay Railway Company, for 25 miles of their railway from, at or near North Bay Station on the Canadian Pacific Railway towards James Bay, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; also for 43 miles of their railway from North Bay towards Lake Tamagaming, a subsidy not exceeding \$3,200 per mile; the whole not exceeding.....	217,000
338.	To the Lotbinière and Mégantic Railway Company, for 15 miles of their railway, in addition to the 15 miles already subsidized and built, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
339.	To the Drummond County Railway Company, for 30 miles of their railway from St. Leonard northerly towards a junction with the Intercolonial Railway at Chaudière Junction, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000

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340. For a railway from Lime Ridge, in the county of Wolfe, in the province of Quebec, northerly through the county of Wolfe and into the county of Megantic, a distance not exceeding 50 miles from Lime Ridge, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 160,000
341. To the Strathroy and Western Counties Railway Company, for 25 miles of their railway from St. Thomas through the counties of Elgin and Middlesex, towards Forest Station or Park Hill, on the Grand Trunk Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
342. To the Parry Sound Colonization Railway Company, for 20 miles of their railway east from Parry Sound, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
343. To the Manitoulin and North Shore Railway Company, for 10 miles of their railway from Little Current to Nelson, on the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
344. To the United Counties Railway Company for 32 miles of their railway from Iberville to Sorel, in addition to the 32 miles already subsidized, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	102,400
345. To the Joliette and St. Jean de Matha Railway Company, for 12 miles of their railway from St. Jean de Matha to Ste. Emelie de L'Energie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
346. To the Great Northern Railway Company, for 22 miles of their railway, from the eastern end of the 15 miles subsidized by chapter 2 of 1893 to a point between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
347. To the Quebec and Lake St. John Railway Company, for 2 miles of the Chicoutimi branch of their railway, from the east end of the 50 miles already subsidized and built eastward to deep water at Chicoutimi; a subsidy not exceeding \$3,200 per mile; also for 12 miles from the 52nd mile on the Chicoutimi branch to Ha Ha Bay, a subsidy not exceeding \$3,200 per mile; the whole not exceeding.....	44,800
348. To the Pontiac and Ottawa Railway Company, for 23 miles of their railway from the point of divergence from the Pontiac Railway to Ferguson's Point, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	73,600
349. To the Ottawa and Gatineau Valley Railway Company, for 20 miles of their railway from the eastern end of the 62 miles already subsidized towards Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
350. To the Canada Eastern Railway Company for 6 miles of their railway from the town of Chatham to Black Brook, a subsidy not exceeding \$3,200 per mile; also for 4 miles of their railway for a branch to the village of Nelson, a subsidy not exceeding \$3,200 per mile; the whole not exceeding.....	32,000
351. For a railway from Cross Creek Station, on the Canada Eastern Railway to Stanley village, in the county of York, in the province of New Brunswick, 6 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
352. To the Restigouche and Victoria Railway Company, for 20 miles of their railway from the western end of the 15 miles subsidized by chapter 5 of 1892, towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000

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353.	To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman station to the Newcastle coal fields, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 48,000
354.	To the Tobique Valley Railway Company, for 15 miles of their railway from the present terminus at Plaister Rock easterly, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
355.	Towards the restoration or renewal of the railway bridge on the South-eastern Railway over the Yamaska River at Yamaska, a subsidy equal to one-third of the actual cost of the renewal of the bridge, but the grant not to exceed in the whole.....	50,000
356.	To the Boston and Nova Scotia Coal and Railway Company, for 10½ miles of their railway from the north end of the section already subsidized to Broad Cove, a subsidy not exceeding \$3,200 per mile; also for 25 miles of their railway from a point on the Cape Breton Railway at or near Orangedale towards Broad Cove, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; the whole not exceeding.....	113,600
357.	For a railway from Port Hawkesbury towards Cheticamp, 25 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
358.	To the Manitoba North-western Railway Company, for 100 miles of the extension of their main line from its present western terminus towards Prince Albert,—the company relinquishing 3,200 acres of the land grant per mile, and the whole road to be operated as a continuous line of railway under one management, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	320,000
359.	For a line of railway from the junction of the Elk and Kootenay Rivers to Coal Creek, a distance of 34 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	108,800
360.	For a railway from Abbotsford Station on the Mission Branch of the Canadian Pacific Railway to the town of Chilliwack, 21 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	67,200
361.	To the Nicola Valley Railway Company, for 28 miles of their railway from the western end of the section of their road subsidized by chapter 5, of 1892, towards Nicola Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600
362.	To the Nakusp and Slocan Railway Company, for 38 miles of their railway from the town of Nakusp to a point at or near the Forks of Carpenter Creek, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	121,600
363.	To the Pontiac and Kingston Railway Company, for 22 miles of a railway from Portage du Fort to Upper Thorne Centre, via Shawville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
364.	To the New Glasgow Iron, Coal and Railway Company, for 5 miles of their railway, from Sunnybrae to Kerrogare, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	16,000 00
365.	To the South Shore Railway Company, for 35 miles of their railway from Yarmouth towards Shelburne and Lockport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	112,000 00
366.	To the Cape Breton Railway Extension Company, for 30 miles of railway from Port Hawkesbury to St. Peter's, on their line of railway from Port Hawkesbury to Louisbourg, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00

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367. For a railway from a point on the Intercolonial Railway between Norton and Sussex Stations towards Havelock, 20 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	\$ 64,000 00
368. For a railway from St. John to Barneville, for a distance of 10 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	32,000 00
369. For a line of railway from Cap de la Magdeleine to connect with the Piles Branch of the Canadian Pacific Railway, 3 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	9,600 00
370. To the Canada Eastern Railway Company, for an extension of one mile from the western end of their railway, to connect with the Canadian Pacific Railway, a subsidy not exceeding.	3,200 00
371. To the Great Northern Railway Company, for 30 miles of their railway from its junction with the Lower Laurentian Railway near St. Tite, in the vicinity of the River St. Maurice, westward, in lieu of the subsidy granted to the Maskinongé and Nipissing Railway Company by chapter 2 of 1893, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	96,000 00
372. To the Lindsay, Bobcaygeon and Pontypool Railway Company, for 16 miles of their railway from Bobcaygeon to the Midland Railway, and for another 16 miles from the end of the first mentioned 16 miles to Pontypool, in lieu of the subsidies granted by chapter 2 of 1890, and chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	102,400 00
373. To the Montfort Colonization Railway Company, for 12 miles of their railway from the end of the 21 miles already subsidized westward to a point on the Rouge River, in the county of Argenteuil, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	38,400 00
374. For a railway from a point on the Caraquet Railway, at or near Pokemouche siding, towards Tracadie village, 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	38,400 00

The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railway and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the

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subsidy granted to the Great Northern Railway Company by chapter two of 1893, for fifteen miles from Montcalm to the Canadian Pacific Railway, which shall be paid as follows: on the completion of the eighteen miles from New Glasgow to Montcalm and of two miles out of the fifteen miles from Montcalm to the Canadian Pacific Railway, an instalment proportionate to the value of the ten miles out of the total mileage subsidized by chapter two of 1893, to be established as aforesaid, and the balance of the said subsidy on the completion of the remaining thirteen miles of the said railway.

No subsidies were authorized by 58-59 Vict. (1895), nor by 59 Vict. (1896).

By the Act 60-61, chapter 4, 1897 (*Assented to 29th June, 1897*).

1. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and includes the amount expended upon any bridge up to and not exceeding twenty-five thousand dollars, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated), which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

- 375.** To the Ottawa and New York Railway Company, for $53\frac{87}{100}$ miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by chapter 5 of the statutes of 1892,
- 376.** To the Kingston, Smith's Falls and Ottawa Railway Company, for 101 miles of their railway from Kingston, or a junction with the Grand Trunk Railway at Rideau or some other point near Kingston, to Ottawa, in lieu of the subsidy granted by chapter 5 of 1892;
- 377.** For a railway from a point on the Canadian Pacific Railway, at or near either Welsford or Westfield, or between the said two points, to Gagetown, in the county of Queen's, New Brunswick, not exceeding 30 miles, in lieu of the subsidy granted by chapter 2 of 1890;
- 378.** To the Cobourg, Northumberland and Pacific Railway Company, for 50 miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidies granted by chapter 5 of 1892;
- 379.** To the Ottawa and Gatineau Railway Company, for 20 miles of their railway from the end of the 62nd mile subsidized towards Désert, in lieu of the subsidies granted by chapter 4 of 1894;
- 380.** To the Great Northern Railway Company, for 9 miles of their railway, being shortage in distance between Montcalm and St. Tite;
- 381.** To the St. Gabriel de Brandon and Ste. Emélie de l'Energie Railway Company, for 15 miles of their railway from St. Gabriel to Ste. Emélie de l'Energie, and 5 miles from a point on the main line to St. Jean de Matha, making in all 20 miles, in lieu of the subsidy granted by chapter 4 of 1894;
- 382.** To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman Station to Newcastle Coal Fields, county of Queen's, in lieu of the subsidy granted by chapter 4 of 1894;

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- 383.** To the Gulf Shore Railway Company, for $5\frac{1}{2}$ miles of their railway from the end of the section subsidized to Tracadie and thence to Big Tracadie, New Brunswick ;
- 384.** For a railway from Campbellton, on the Intercolonial Railway, towards Grand Falls, New Brunswick, a distance of 20 miles, commencing at Campbellton, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 385.** To the Pontiac Pacific Junction Railway Company, for $7\frac{1}{2}$ miles of their railway from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890 ;
- 386.** To the Schomberg and Aurora Railway Company, for 15 miles of their railway from a point on the Grand Trunk Railway between King and Newmarket to Schomberg, in the province of Ontario ;
- 387.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for $3\frac{50}{100}$ miles of their railway from the present terminus, through Tilsonburg to the Michigan Central Railway, in the province of Ontario.
- 388.** To the Ottawa, Arnprior and Parry Sound Railway Company, for 52 miles of their railway, from the crossing of the Northern Pacific Junction Railway to 55 miles west of Barry's Bay, and also for 4 miles of their railway across Parry Island ;
- 389.** To the Pembroke Southern Railway Company, for 20 miles of their railway from Pembroke to Golden Lake, in the province of Ontario ;
- 390.** To the Ontario and Rainy River Railway Company, for 80 miles of their railway from the Port Arthur, Duluth and Western Railway to Rainy Lake, in the province of Ontario ;
- 391.** To the Strathroy and Western Counties Railway Company, for 7 miles of their railway, commencing at a point at or near Caradoc Station on the Canadian Pacific Railway and extending to the town of Strathroy ;
- 392.** To the Phillipsburg Railway and Quarry Company, for $1\frac{66}{100}$ mile of their railway from the end of the subsidized section to the government wharf at Phillipsburg ;
- 393.** To the United Counties Railway Company, for 1 mile of their railway from Johnson to St. Grégoire Station, in the province of Quebec ;
- 394.** To the St. Lawrence and Adirondack Railway Company, for $13\frac{1}{2}$ miles of their railway from Beauharnois to Caughnawaga, in the province of Quebec ;
- 395.** To the East Richelieu Valley Railway Company, for 24 miles of their railway from Iberville to St. Thomas, boundary of Missisquoi County, in the province of Quebec ;
- 396.** To the Portage du Fort and Bristol Branch Railway Company, for 15 miles of their railway to a point at or near Shawville, in the county of Pontiac ;
- 397.** For a railway from a point at or near Windsor Junction, on the Intercolonial Railway, to Upper Musquodoboit, for a distance of 40 miles ;
- 398.** To the St. Stephens and Milltown Railway Company, for $1\frac{14}{100}$ mile of their railway from Milltown to St. Stephen, in the province of New Brunswick ;
- 399.** For a railway from Sunny Brae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysboro', in the province of Nova Scotia, a distance of 65 miles ;
- 400.** For a railway from Port Hawkesbury, Nova Scotia, to Port Hood and Broad Cove, 53 miles, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 401.** For a railway from a point on the Central Railway in the county of Lunenburg, Nova Scotia, to the town of Liverpool, via the village of Caledonia, or to the village of Caledonia via Liverpool, or for any part thereof, the whole distance not exceeding 62 miles ;
- 402.** For a railway from Indian Garden on the line of the Central Railway, to Shelburne, in the province of Nova Scotia, a distance of 35 miles ;
- 403.** To the Coast Railway Company of Nova Scotia, for 61 miles of their railway from Yarmouth to Port Clyde, in the province of Nova Scotia ;
- 404.** For a railway from Brookfield Station on the Intercolonial Railway to Eastville, 30 miles ;

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- 405. To the Great Northern Railway Company, for 35 miles of their railway from St. Jérôme, in the province of Quebec, to Hawkesbury, in the province of Ontario;
- 406. To the Drummond County Railway Company, for 42½ miles of their railway from Moose Park to Chaudière River, provided that the amount of the said subsidy shall be refunded to the Government of Canada in the event of the company's railway from Ste. Rosalie to Chaudière River being purchased or leased for a term of years by the government.

3. The Governor in Council may grant the subsidies hereinafter mentioned to the railway companies and towards the construction of the railways also hereinafter mentioned, that is to say :—

- 407. To the Great Northern Railway Company, for 67 miles of their railway between Montcalm and its junction with the Lower Laurentian Railway near St. Tite, in the vicinity of the St. Maurice River, the balance remaining unpaid of the subsidies granted by chapter 2 of 1893, and by chapter 4 of 1894, between these points, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....\$ 182,400 00
- 408. To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, also for bridging the Ottawa River, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, and by chapter 4 of 1894, not exceeding..... 114,272 00
- 409. To the Ottawa and Gatineau Railway Company, for 62 miles of their railway from Hull towards Désert, in the province of Quebec, the balance remaining unpaid of the subsidy granted by chapter 2 of 1893, not exceeding in the whole..... 35,872 00
- 410. To the Grand Trunk Railway Company of Canada, for a subsidy towards the rebuilding and enlargement of the Victoria Bridge at Montreal over the St. Lawrence River, 15 per cent upon the amount expended thereon, not exceeding..... 300,000 00
- 411. To the Montfort Colonization Railway Company, for 33 miles of their railway from Montfort Junction to Arundel, in the province of Quebec, a subsidy not exceeding \$2,000 per mile, nor exceeding in the whole..... 66,000 00
- 412. To the Irondale, Bancroft and Ottawa Railway Company, the balance remaining unpaid of the subsidy for the last five miles of the company's railway ; the eastern terminus to be either at the village of Bancroft or at some point near the Hastings Road, in the township of Herschell, in lieu of the subsidy granted by chapter 2 of 1893, not exceeding in the whole..... 16,000 00
- 413. To the Great Northern Railway Company, towards the construction of a railway bridge over the Ottawa River at Hawkesbury, 15 per cent upon the amount expended thereon, not exceeding..... 52,500 00
- 414. For a railway and traffic bridge over the Ottawa River at Nepean Point, between the city of Ottawa and the city of Hull, 15 per cent upon the amount expended thereon, not exceeding..... 112,500 00

4. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and

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upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

6. The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to subsidies with respect of which it is hereinbefore otherwise provided.

7. Any company receiving a subsidy as aforesaid, in excess of \$3,200 per mile, shall be bound to carry Her Majesty's mails for a term of ten years free of charge over the portion of railway subsidized.

By the Special Act 60-61 Victoria, Chapter 5, 1897. (*Assented to 29th June, 1897.*)

1. Subject to the conditions hereinafter mentioned, the Governor in Council may grant to the Canadian Pacific Railway Company a subsidy towards the construction of a railway from Lethbridge, in the district of Alberta, through the Crow's Nest Pass to Nelson, in the province of British Columbia (which railway is hereinafter called "the Crow's Nest Line,") to the extent of eleven thousand dollars per mile thereof, and not exceeding in the whole the sum of three million six hundred and thirty thousand dollars, payable by instalments on the completion of each of the several sections of the said railway of the length respectively of not less than ten miles, and the remainder on the completion of the whole of the said railway; provided that an agreement between the Government and the company is first entered into in such form as the Governor in Council thinks fit, containing covenants to the following effect, that is to say:—

On the part of the company:

(a.) That the company will construct or cause to be constructed, the said railway upon such route and according to such descriptions and specifications and within such time or times as are provided for in the said agreement, and, when completed, will operate the said railway for ever;

(b.) That the said line of railway shall be constructed through the town of Macleod, and a station shall be established therein, unless the Governor in Council is satisfied by the company that there is good cause for constructing the railway outside the limits of the said town, in which case the said line of railway shall be located and a station established at a distance not greater than five hundred yards from the limits of the said town;

(c.) That so soon as the said railway is opened for traffic to Kootenay Lake, the local rates and tolls on the railway and on any other railway used in connection therewith and now or hereafter owned or leased by or operated on account of the company south of the company's main line in British Columbia, as well as the rates and tolls between any point on any such line or lines of railway and any point on the main line of the company throughout Canada, or any other railway owned or leased by or operated on account of the company, including its lines of steamers in British Columbia, shall be first approved by the Governor in Council or by a railway commission, if and when such commission is established by law, and shall at all times thereafter and from time to time be subject to revision and control in the manner aforesaid;

(d.) That a reduction shall be made in the general rates and tolls of the company as now charged, or as contained in its present freight tariff, whichever rates are now the lowest, for carloads or otherwise, upon the classes of merchandise hereinafter mentioned, westbound, from and including Fort William and all points east of Fort

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William on the company's railway to all points west of Fort William on the company's main line, or on any line of railway throughout Canada owned or leased by or operated on account of the company, whether the shipment is by all rail line or by lake and rail, such reduction to be to the extent of the following percentages respectively, namely :—

- Upon all green and fresh fruits, 33 $\frac{1}{3}$ per cent ;
- Coal oil, 20 per cent ;
- Cordage and binder twine, 10 per cent ;
- Agricultural implements of all kinds, set up or in parts, 10 per cent ;
- Iron, including bar, band, Canada plates, galvanized, sheet, pipe, pipe-fittings, nails, spikes and horse shoes, 10 per cent ;
- All kinds of wire, 10 per cent ;
- Window glass, 10 per cent ;
- Paper for building and roofing purposes, 10 per cent ;
- Roofing felt, box and packing, 10 per cent ;
- Paints of all kinds and oils, 10 per cent ;
- Live stock, 10 per cent ;
- Wooden ware, 10 per cent ;
- Household furniture, 10 per cent ;

And that no higher rates than such reduced rates or tolls shall be hereafter charged by the company upon any such merchandise carried by the company between the points aforesaid ; such reductions to take effect on or before the first of January, one thousand eight hundred and ninety-eight ;

(e.) That there shall be a reduction in the company's present rates and tolls on grain and flour from all points on its main line, branches or connections, west of Fort William to Fort William and Port Arthur and all points east, of three cents per one hundred pounds, to take effect in the following manner :—One and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-eight, and an additional one and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-nine ; and that no higher rates than such reduced rates or tolls shall be charged after the dates mentioned on such merchandise from the points aforesaid ;

(f.) That the Railway Committee of the Privy Council may grant running powers over the said line of railway and all its branches and connections, or any portions thereof, and all lines of railway now or hereafter owned or leased by or operated on account of the company in British Columbia south of the company's main line of railway, and the necessary use of its tracks, stations and station grounds, to any other railway company applying for such grant upon such terms as such committee may fix and determine, and according to the provisions of The Railway Act and of such other general Acts relating to railways as are from time to time passed by Parliament ; but nothing herein shall be held to imply that such running powers might not be so granted without the special provision herein contained ;

(g.) That the said railway, when constructed, together with that portion of the company's railway from Dunmore to Lethbridge, and all lines of railway, branches, connections and extensions in British Columbia south of the main line of the company in British Columbia shall be subject to the provisions of The Railway Act and of such other general Acts relating to railways as are from time to time passed by Parliament ;

(h.) That if the company or any other company with whom it shall have any arrangement on the subject shall, by constructing the said railway or any part of it, as stipulated for in the said agreement, become entitled to and shall get any land as a subsidy from the Government of British Columbia, then such lands, excepting therefrom those which in the opinion of the Director of the Geological Survey of Canada (expressed in writing) are coal-bearing lands, shall be disposed of by the company or by such other company to the public according to regulations and at prices not exceeding these prescribed from time to time by the Governor in Council, having regard to the then existing provincial regulations applicable thereto ; the expression "lands" including all mineral and timber thereon which shall be disposed of as aforesaid, either with or without the land, as the Governor in Council may direct ;

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(i.) That if the company or any other company with whom it shall have any arrangement on the subject shall, by constructing the said railway or any part of it as stipulated for in the said agreement, become entitled to and shall get any lands as a subsidy from the Government of British Columbia which in the opinion of the Director of the Geological Survey of Canada (expressed in writing) are coal-bearing lands, then the company will cause to be conveyed to the Crown, in the interest of Canada, a portion thereof to the extent of fifty thousand acres, the same to be of equal value per acre as coal lands with the residue of such lands. The said fifty thousand acres to be selected by the Government in such fair and equitable manner as may be determined by the Governor in Council, and to be thereafter held or disposed of or otherwise dealt with by the Government as it may think fit on such conditions, if any, as may be prescribed by the Governor in Council, for the purpose of securing a sufficient and suitable supply of coal to the public at reasonable prices, not exceeding two dollars per ton of two thousand pounds free on board cars at the mines.

And on the part of the Government, to pay the said subsidy by instalments as aforesaid.

2. The company shall be bound to carry out in all respects the said agreement, and may do whatever is necessary for that purpose.

3. In order to facilitate such financial arrangements as will enable the company to complete the railway as aforesaid without delay and to acquire and consolidate with it the railway from Dunmore to Lethbridge, hereinafter called "the Alberta Branch," which, under the authority of chapter thirty-eight of the statutes of 1893, it now operates as lessee, and is under covenant to purchase, the company may issue bonds which will be a first lien and charge and be secured exclusively upon the said Alberta Branch and Crow's Nest Line together in the same way and with the same effect as if both the said pieces of railway to be so consolidated were being built by the company as one branch of its railway within the meaning of section one of chapter fifty-one of the statutes of 1888, and that section shall apply accordingly, such first lien to be subject to the payment of the purchase money of the Alberta Branch, as provided for in the said covenant to purchase.

By the Act 62-63 Vic., chapter 7 (*Assented to 11th August, 1899*).

1. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

415. To the Central Ontario Railway Company, for an extension of their railway from, or from near, either Coo Hill or Rathbun Station on the company's railway to, or near to Bancroft, not exceeding 21 miles, in lieu of the subsidy granted by chapter 5 of 1892;

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- 416.** To the Great Northern Railway Company, for a railway between Montcalm and St. Tite Junction, on the Lower Laurentian Railway, Quebec, not exceeding $53\frac{1}{2}$ miles ; and for a branch from their main line to Shawenegan Falls, Quebec, not exceeding $6\frac{1}{2}$ miles.
- 417.** To the Phillipsburg Railway and Quarry Company, shortage in the extension of their railway from a point on the company's line at or near the end of the subsidized section, to the government wharf at Phillipsburg, Quebec, not exceeding $\frac{66}{100}$ of a mile ;
- 418.** To the Strathroy and Western Counties Railway Company, for a line from Strathroy, Ontario, via Adelaide and Arkona, to either Forest, Tedford, or Park Hill, not exceeding 24 miles, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 419.** To the St. John Valley and Rivière du Loup Railway Company, for a line of railway from Fredericton, in the county of York, New Brunswick, to Woodstock, in the county of Carleton, not exceeding 59 miles ;
- 420.** For a railway from Port Hawkesbury, on the Strait of Canso, Nova Scotia, to St. Peter's, not exceeding thirty miles ;
- 421.** For a railway from Windsor, Nova Scotia, to Truro, via the township of Clifton, not exceeding 58 miles, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 422.** For a railway from a point at or near Brookfield Station, Nova Scotia, on the Intercolonial Railway, to Eastville, not exceeding 25 miles, in lieu of the subsidy granted by chapter 4 of 1897 ;
- 423.** For a railway from Cross Creek Station, on the Canada Eastern Railway, to Stanley Village, New Brunswick, not exceeding 6 miles ;
- 424.** For a railway from the village of St. Rémi to Stottville or some point on the Delaware and Hudson Railway (Grand Trunk) in the parish of St. Paul de l'Ile aux Noix, not exceeding 19 miles ;
- 425.** For a railway between Pontypool and Bobcaygeon, via Lindsay, Ontario, not exceeding 40 miles.
- 426.** To the Pontiac Pacific Junction Railway Company, for a railway from Aylmer to Hull, Quebec, not exceeding 9 miles, in lieu of the subsidy granted by chapter 4 of 1897 ;
- 427.** To the Portage du Fort and Bristol Branch Railway Company, for a branch line from a point on the Pontiac Pacific Junction Railway at or near the village of Quyon, towards the village of Portage du Fort, Quebec, not exceeding 15 miles, in lieu of the subsidy granted by chapter 4 of 1897 ;
- 428.** To the Orford Mountain Railway Company, for a branch from their railway from a point between Lawrenceville and Eastman to Waterloo, not exceeding 13 miles ;
- 429.** To the Atlantic and Lake Superior Railway Company, for an extension of their railway from Caplin to Paspebiac, Quebec, not exceeding 30 miles ;
- 430.** To the United Counties Railway Company, for a railway from St. Robert Junction to Sorel, $6\frac{1}{2}$ miles, (this subsidy to be payable only in the event of adequate running rights over the South-eastern Railway between the two points above mentioned not being granted to the first mentioned Company on terms to be approved by the Railway Committee of the Privy Council,) and from Mount Johnson to St. Grégoire Station, 1 mile, not exceeding $7\frac{1}{2}$ miles.
- 431.** For a railway from a point on the Central Railway in the county of Lunenburg, Nova Scotia, to the town of Liverpool, via the village of Caledonia, or to the village of Caledonia, via Liverpool, or for any part thereof, the whole distance not exceeding 62 miles ;
- 432.** For a railway from Indian Gardens, Queen's County, Nova Scotia, to Shelburne, in the said province, a distance of 35 miles ;
- 433.** The subsidy which the Ontario and Rainy River Railway Company is entitled to receive under chapter 4 of 1897, shall be \$6,400 per mile for the 80 miles mentioned in the said Act ; not exceeding in all \$512,000.

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- 434.** To the Bay of Quinté Railway Company, for such extensions, branches or additions to their system as will enable the said Company to connect their lines of railway or connecting lines with iron or other mines or mineral or wood lands in the counties of Peterborough, Northumberland, Hastings, Lennox and Addington, Frontenac or Leeds, payable in instalments regulated by the length of each of the said extensions or branches or additions, as the case may be, in lieu of part of the balance remaining unpaid of the subsidy granted to the Kingston, Napanee and Western Railway Company, by chapter 5 of 1892, but not exceeding \$3,200 per mile for 10 miles, nor exceeding in the whole \$32,000 ;
- 435.** To the Quebec and Lake St. John Railway Company, for 12 miles of their railway from the end of their line at deep water on the Chicoutimi branch of their railway, to Ha Ha Bay, in the lieu of the subsidy for the 12 miles granted by chapter 4 of 1894 ;
- 436.** For a line of railway from Hawkesbury, Ontario, to South Indian, not exceeding 35 miles ;
- 437.** For a railway from Sault Ste. Marie, Ontario, towards Michipicoten River and harbour and towards the main line of the Canadian Pacific Railway, not exceeding 40 miles ;
- 438.** For a branch line of railway from the main line of the Ottawa, Arnprior and Parry Sound Railway to the town of Parry Sound, Ontario, not exceeding 5 miles ;
- 439.** For a railway from the village of Haliburton, via the village of Whitney, towards the town of Mattawa, Ontario, not exceeding 20 miles ;
- 440.** For an extension of the Tilsonburg, Lake Erie and Pacific Railway, from Tilsonburg to Ingersoll or Woodstock, Ontario, not exceeding 28 miles ;
- 441.** To the South Shore Railway Company, from Sorel Junction along the South Shore to Lotbinière, Quebec, a distance not exceeding 82 miles ;
- 442.** To the Massawippi Valley Railway Company for an extension of their railway to the village of Stanstead Plain, Quebec, not exceeding $2\frac{1}{2}$ miles ;
- 443.** For a railway from Port Hawkesbury on the Strait of Canso, to Caribou Cove, Nova Scotia, a distance of 10 miles ;
- 444.** For a railway from Fort Frances, Ontario, westerly to a point at or near the mouth of Rainy River, a distance not exceeding 70 miles ;
- 445.** To the Central Railway Company of New Brunswick, for an extension of their line of railway from Newcastle Coal Fields to Gibson, New Brunswick, not exceeding 30 miles ;
- 446.** To the Canadian Northern Railway Company, for a railway from a point on the present line of the Winnipeg Great Northern Railway north of Swan River to Prince Albert, North-west Territories, not exceeding 100 miles ;
- 447.** For a railway from some point near Antler Station to a point near Moose Mountain, Manitoba, not exceeding 50 miles ;
- 448.** For a railway from Sunnybrae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysborough, Nova Scotia, to make up the deficiency in mileage between points mentioned and subsidized by chapter 4 of 1897, additional mileage not exceeding 15 miles ;
- 449.** For a railway from Port Clyde towards Lockeport, in the province of Nova Scotia, not exceeding 20 miles ;
- 450.** For a railway from a point on the Intercolonial Railway at or near Halifax towards the Central Railway in the county of Lunenburg, not exceeding 20 miles ;
- 451.** For a railway from Labelle, in the province of Quebec, in a north-westerly direction, to Nominigüe, via Notre Dame de l'Annonciation, a distance not exceeding 22 miles ;
- 452.** For a railway from Owen Sound, in the province of Ontario, to Meaford, not exceeding 21 miles ;
- 453.** To the Ottawa and Gatineau Railway Company, for their line of railway in and through the city of Hull, Quebec, not exceeding 4 miles ;

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- 454.** To the Western Alberta Railway Company, from a point on the United States boundary, west of Range 27, north-westerly towards Anthracite, in the district of Alberta, not exceeding 50 miles ;
- 455.** To the Edmonton, Yukon and Pacific Railway Company, for a railway from the town of South Edmonton, North-west Territories, to North Edmonton, and thence westerly towards the Yellow Head Pass, a distance not exceeding 50 miles ;
- 456.** To the Restigouche and Western Railway Company, in addition to the 20 miles subsidized by chapter 4 of 1897, and in continuation from the westerly end of the said 20 miles towards the St. John River, a further distance not exceeding 15 miles, and for the company's railway from a point on the St. John River, New Brunswick, at or near Grand Falls, or St. Leonard, or between Grand Falls and St. Leonard, and extending easterly towards Campbellton, such point to be approved by the Governor in Council, a distance of 12 miles ; in all not exceeding 27 miles ;
- 457.** For a railway in extension of the St. Francis branch of the Temiscouata Railway to the mouth of the St. Francis River, a distance not exceeding 3 miles ;
- 458.** To the Canada Eastern Railway Company, for a line of railway from Nelson, New Brunswick, to connect with the company's main line running into Chatham, to complete the connection from Nelson to such main line, not exceeding in the whole $2\frac{1}{4}$ miles ;
- 459.** To the Bay of Quinté Railway Company, for an extension of their line in a westerly direction from a point at or near Richmond boundary road near Deseronto for a distance not exceeding 2 miles ; also for an extension of their line from its present terminus at Tweed in a northerly direction for a distance of 2 miles, and for an extension of their line from the end of the last 2 miles mentioned in a northerly direction for a distance not exceeding 3 miles—in all 7 miles ; subsidies payable on each of the sections mentioned as each of such sections is completed ;
- 460.** To the Ontario, Belmont and Northern Railway Company, for an extension of their railway from its present terminus at Iron Mines in a north-westerly direction, a distance not exceeding 5 miles ; and also for an extension of the company's railway southerly, from the present southern terminus thereof to the Central Ontario Junction of the Canadian Pacific Railway, a distance not exceeding 2 miles ; but the last mentioned aid for the said 2 miles of railway shall not be granted in case the Railway Committee of the Privy Council finds that adequate running powers on fair terms can be secured to the company over that portion of the line of the Central Ontario Railway between the present southerly end of the Ontario, Belmont and Northern Railway and the Canadian Pacific Railway Company's line at Central Ontario Junction ; subsidies payable on each of the sections mentioned as each of such sections is completed ;
- 461.** For a line of railway from a point on the Pembroke Southern Railway at or near Golden Lake, Ontario, towards a point on the Irondale, Bancroft and Ottawa Railway at or near Bancroft, not exceeding 20 miles ;
- 462.** For a line of railway from Paspébiac, Quebec, to Gaspé in the said province, a distance not exceeding 82 miles ;
- 463.** To the Lake Erie and Detroit River Railway Company, for a line of railway from Ridgeway, Ontario, to St. Thomas, in the said province, a distance not exceeding 44 miles ; this subsidy to be payable only in the event of adequate running rights over the Canada Southern Railway between the two points above mentioned not being granted to the first mentioned company on terms to be approved by the Railway Committee of the Privy Council ;
- 464.** To the Kingston and Pembroke Railway Company, for the construction of branches from the Company's main line to the iron mine at Bluff Point and to the Martele mine in the county of Renfrew, not exceeding 5 miles ;

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465. For a railway from the town of Parry Sound extending northerly towards Sudbury, a distance not exceeding 20 miles.

3. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction of the railways also hereinafter mentioned, that is to say :—

466. The Ontario and Rainy River Railway Company, for a railway from a point 80 miles west of Stanley Station, on the Port Arthur, Duluth and Western Railway, to Fort Frances, for a distance of 140 miles, at \$6,400 per mile, not exceeding in the whole	\$ 896,000 00
467. To the Quebec Bridge Company, towards the construction of a railway bridge over the St. Lawrence River, at Chaudière Basin, near Quebec, one million dollars, 40 per cent of which amount may be paid on monthly progress estimates, approved by the Government engineers, of materials delivered and work done...	1,000,000 00
468. To the South Shore Railway Company, towards the restoration and renewal of the railway bridge over the Yamaska River at Yamaska, Quebec.....	50,000 00
469. Towards the construction of a bridge over the Richelieu River at Sorel, 15 per cent upon the amount expended thereon, not exceeding.....	35,000 00
470. Towards the construction of a bridge across the St. Francis River, 15 per cent of the amount expended thereon, not exceeding...	50,000 00
471. Towards the construction of a bridge across the Nicolet River, 15 per cent upon the amount expended thereon, not exceeding....	15,000 00
472. To the Midland Railway Company, Limited, towards the construction of a bridge across the Shubenacadie River, 15 per cent upon the amount expended thereon, not exceeding.....	33,750 00
473. To the Great Northern Railway Company, towards the construction of a bridge across the St. Maurice River, 15 per cent upon the amount expended thereon, not exceeding.....	16,425 00
474. Also towards the construction of a bridge across the Rivière du Loup, 15 per cent upon the amount expended thereon, not exceeding	15,000 00
475. Also towards the construction of a steel bridge and viaduct at the Maskinongé River, 15 per cent upon the amount expended thereon, not exceeding.....	15,000 00

4. The subsidies granted to the Ontario and Rainy River Railway Company, the Canadian Northern Railway Company and the Edmonton, Yukon and Pacific Railway Company are granted upon the condition, and, if received and paid under the authority of this Act to the above mentioned companies respectively, shall be received upon the condition, that the said companies shall not, nor shall any of them, at any time amalgamate with, or lease its line or lines to, any railway company other than those mentioned in this section; except as may be authorized by Parliament; nor shall any of the said railways be leased to or operated by any other company; nor shall any of the said companies make an agreement for a common fund or for pooling its receipts with any other railway company; and any such lease, amalgamation or agreement shall be absolutely void, excepting in so far as such agreement may extend to traffic or running arrangements which have been approved by the Governor in Council.

5. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of

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which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with those so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the Governor in Council shall have absolute control at all times over the rates and tolls to be levied and imposed by any of the companies or upon any of the railways hereby subsidized.

7. The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to subsidies with respect to which it is hereinbefore otherwise provided.

8. Every company receiving a subsidy under this Act, its successors or assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, material and mails over the portion of its line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars, properly equipped, for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and in case of disagreement, then at such rates as are approved by the Governor in Council. and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act.

9. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the said railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

By the Act 63-64 Vic., chapter 8 (*Assented to July 18, 1900*).

1. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his

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opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile :—

- 476.** For a railway from a point at or near the junction of the Irondale, Bancroft and Ottawa Railway and the Grand Trunk Railway to the village of Minden, in the county of Haliburton, Ontario, not exceeding 12 miles.
- 477.** To the Strathroy and Western Counties Railway Company, for a railway commencing at a point at or near Caradoc station, on the Canadian Pacific Railway, and extending to the town of Strathroy, Ontario, not exceeding 7 miles.
- 478.** For a line of railway from a point on the Pembroke Southern Railway at or near Golden Lake, towards a point on the Irondale, Bancroft and Ottawa Railway at or near Bancroft, Ontario, for the further extension of such railway westerly from the western terminus of the 20 miles subsidized by chapter 4 of 1897, for a distance not exceeding 20 miles.
- 479.** To the Algoma Central Railway Company for 25 miles of its line of railway from its terminus at Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific Railway, and for a further extension of this company's line of railway from Sault Ste. Marie towards Michipicoten River and Harbour, Ontario, towards the main line of the Canadian Pacific Railway, 25 miles in all, not exceeding 50 miles.
- 480.** To the Central Ontario Railway Company, for a further extension of their railway from, at or near Bancroft to a point on the Canada Atlantic Railway between Whitney and Barry's Bay, Ontario, not exceeding 20 miles.
- 481.** To the Manitoulin and North Shore Railway Company, for a line of railway between Little Current, on Manitoulin Island, and Sudbury, Ontario, on the Canadian Pacific Railway, the company undertaking to bridge between Little Current and the main land, the bridge to be so constructed and maintained as to afford suitable facilities, in the opinion of the Minister of Railways and Canals, for free vehicular and passenger traffic, the same as upon a public highway, the work to be begun and prosecuted from Little Current and Sudbury, one-half of the subsidy to be applicable, as earned, in respect of the work beginning at Little Current and carried on towards Sudbury, and one-half thereof to be applicable, as earned, in respect of the work beginning at Sudbury and carried on towards Little Current, the course of the line of railway to cross the Sault Ste. Marie branch of the Canadian Pacific Railway, not exceeding 66 miles.
- 482.** For a railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, not exceeding 15 miles.
- 483.** For a railway beginning at a point northerly 20 miles from Parry Sound, and extending from that point to the French River, Ontario, not exceeding 35 miles.
- 484.** For a railway from a point 20 miles north-easterly from the village of Haliburton, via the village of Whitney, towards the village of Mattawa, Ontario, not exceeding 40 miles.
- 485.** To the Kingston and Pembroke Railway Company, for a branch line of railway to iron mines in Bedford township, Ontario, not exceeding 12 miles.
- 486.** To the Thousand Islands Railway Company for an extension of their railway from the present northerly terminus to a point easterly thereof, not exceeding 2 miles ;

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And also for an extension from a point on the railway to connect their railway with the Brockville, Westport and Sault Ste. Marie Railway, the Bay of Quinté Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, the balance remaining of the subsidy granted by chapter 5 of 1892, not exceeding $9\frac{1}{2}$ miles.

- 487.** For a railway from Dymont, on the Canadian Pacific Railway, to the New Klondike mining district, Ontario, not exceeding 7 miles.
- 488.** To the Schomberg and Aurora Railway Company, for an extension of their line from its easterly terminus to a point at or near Bond's Lake, Ontario, not exceeding 4 miles.
- 489.** To the Nipissing and James Bay Railway Company, for a railway from, at or near North Bay station, on the Canadian Pacific Railway, towards James Bay, or Lake Tamagaming, Ontario, not exceeding 20 miles.
- 490.** In aid of the Ottawa and New York Railway Company's bridge over the St. Lawrence River, and for the Canadian portion of such bridge, a sum not exceeding \$90,000.
- 491.** To the Grand Trunk Railway Company of Canada, towards the cost of the rebuilding and enlargement of the Victoria Bridge over the St. Lawrence River, Québec, in addition to the amount received by the company on account of the subsidy granted by chapter 4 of 1897, viz: \$270,000, to make up the grant in aid of the undertaking to \$500,000, upon condition that the tolls upon the bridge for passenger and vehicular traffic shall be subject to the approval of the Governor in Council, a sum not exceeding \$230,000.
- 492.** For a railway and traffic bridge over the Ottawa River at Nepean Point, between the city of Ottawa, Ontario, and the city of Hull, Quebec, upon condition that the bridge be so constructed as to provide suitable facilities, to the satisfaction of the Minister of Railways and Canals, for free vehicular and foot passenger traffic, the same as upon a public highway, in addition to the \$112,500 already granted,—and, notwithstanding anything in the said Act, the subsidy hereby granted, together with the grant of \$112,500 under chapter 4 of 1897, shall be paid upon the completion of the bridge and its approaches, upon the Chief Engineer's report of such completion, and the recommendation of the Minister,—a sum not exceeding \$100,000.
- 493.** To the Canadian Northern Railway Company, in further extension of their railway north of Swan River towards Prince Albert, North-west Territories, in addition to the grant by chapter 7 of 1899, a further mileage not exceeding 100 miles.
- 494.** For a railway from the westerly end of the Waskada branch of the Canadian Pacific Railway, Manitoba, further westward, not exceeding 20 miles.
- 495.** For a railway from a point on the Alberta Railway and Coal Company's Railway towards Cardston, Alberta, N.W.T., for 30 miles of railway at \$2,500 per mile.
- 496.** To the Kaslo and Lardo-Duncan Railway Company, for a railway from Duncan Lake towards Lardo or Arrow Lake, British Columbia, or from Lardo to Arrow Lake, not exceeding 30 miles.
- 497.** To the Restigouche and Western Railway Company, for the company's railway, in addition to the 15 miles subsidized by chapter 7 of 1899, on the easterly section of the line, and in continuation from the westerly end of the said 15 miles, a further distance of 15 miles towards the St. John River; and for the said railway, in addition to the 12 miles subsidized by the said chapter on the westerly section of the said line, a further distance from the easterly end thereof of 15 miles, towards Campbellton, N.B., not exceeding 30 miles.
- 498.** For a line of railway from St. Charles Junction on the Intercolonial Railway towards the St. Francis branch of the Temiscouata Railway, Quebec, not exceeding 45 miles, and from the mouth of the St. Francis River, N.B., westerly towards St. Charles Junction, 15 miles, in all not exceeding 60 miles.
- 499.** For a line of railway from Bristol, in the county of Carleton, New Brunswick, on the Canadian Pacific Railway, easterly, a distance not exceeding 17 miles.

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- 500.** For a line of railway from Shediac, county of Westmorland, New Brunswick, to Shemogue, and towards Cape Tormentine, in the said county, a distance not exceeding 38 miles.
- 501.** For a railway from Lockeport, Nova Scotia, to Sable River, or other convenient point of railway connection, not exceeding 20 miles.
- 502.** To the Inverness and Richmond Railway Company, for a railway in extension of the company's line northward from Broad Cove to Cheticamp, C.B., Nova Scotia, not exceeding 40 miles.
- 503.** For a railway from Bridgetown to Victoria Beach, Nova Scotia, not exceeding 30 miles.
- 504.** For a railway from a point on the Intercolonial Railway, Pictou branch, to Kempt Town, county of Colchester, Nova Scotia, not exceeding $4\frac{1}{2}$ miles.
- 505.** For a railway from Brazil Lake, on the Dominion Atlantic Railway, to Kemptville, Nova Scotia, not exceeding 11 miles.
- 506.** To the Montfort and Gatineau Colonization Railway Company, to enable it to extend its railway from Arundel to a point in the municipality of the united townships of Preston and Hartwell, province of Quebec, not exceeding 30 miles.
- 507.** To the Chateauguay and Northern Railway Company, for a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway, in or near the town of Joliette, passing near the town of L'Assomption, Quebec, together with a spur into the said town, not exceeding 42 miles.
- 508.** To the Chateauguay and Northern Railway Company, for a single-track standard railway bridge, with two roadways 10 feet wide, for free vehicular and foot passenger traffic, the same as upon a public highway, from Bout L'Isle to Charlemagne, at the junction of the Ottawa and St. Lawrence rivers, \$150,000.
- 509.** To the Chateauguay and Northern Railway Company, towards the construction of a bridge across the Lac Ouareau River, \$15,000.
- 510.** To the Arthabaska Railway Company, for a railway from Victoriaville to West Chester, province of Quebec, a distance not exceeding 12 miles.
- 511.** To the Great Northern Railway Company, for a branch line from the town or from near the town of Joliette towards Ste. Emélie, touching the parishes of Ste. Beatrix and Ste. Jean de Matha, not exceeding 20 miles.
- 512.** For a railway from Farnham, province of Quebec, to Frelighsburg and the International Boundary Line, not exceeding 21 miles.
- 513.** Towards the construction of a railway bridge over the St. Francis River, in lieu of the grant under chapter 7 of 1899, at St. François du Lac, on the condition that the bridge, with approaches, be built so as to allow the municipalities to make use thereof, to establish and maintain a suitable roadway for the free passage of foot passengers, vehicles and animals, to be approved by the Minister of Railways and Canals, \$50,000.
- 514.** Towards the construction of a railway bridge over the Nicolet River at Nicolet, in lieu of the grant under chapter 7 of 1899, \$15,000.
- 515.** For a line of railway from Halifax towards a point on the Central Railway of Nova Scotia, in the county of Lunenburg, in addition to and in extension of the 20 miles subsidized by chapter 7 of 1899, not exceeding 20 miles.

3. The subsidies hereby granted and any subsidies heretofore granted under any Act of the Parliament of Canada, still in force, but not fully paid, towards the construction of any railway or bridge, shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless in this Act otherwise expressly provided, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :

- (a) upon the completion of the work subsidized ; or
- (b.) by instalments on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

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(c.) upon progress estimates on the certificate of the Chief Engineer of Railways and Canals, that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than sixty thousand dollars ; or

(d.) with respect to (b) and (c), part one way, part the other.

4. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the government, which agreement the government is hereby empowered to make ; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with those so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the Governor in Council shall have absolute control at all times over the rates and tolls to be levied and imposed by any of the companies or upon any of the railways hereby subsidized.

6. The Governor in Council may make it a condition of the subsidies hereby granted, or of any heretofore granted by any Act of Parliament as to which a contract has not yet been entered into between Her Majesty and the company for the construction of the railway, that the company shall lay its road with new steel rails made in Canada, if such rails are procurable in Canada of suitable quality upon terms as favourable as other rails can be obtained upon, of which the Minister of Railways and Canals shall be the judge.

7. Every company receiving a subsidy under this Act, its successors or assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the government of Canada transportation for men, supplies, material and mails over the portion of its line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars, properly equipped, for such mail service ; and such transportation and service shall be performed at such rates as are agreed upon between the minister of the department of the government for which such service is being performed and the company performing it, and in case of disagreement then at such rates as are approved by the Governor in Council ; and in or towards payment for such charges the government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act.

8. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the said railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

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9. Paragraph 20 of section 2 of chapter 7 of the statutes of 1899 is amended by inserting after the word 'railway,' in the third line, the words 'or to connect the said lines.'

10. The subsidy provided for by chapter 7 of the statutes of 1899 towards the construction of a railway bridge over the St. Lawrence River at Chaudière Basin, near Quebec, shall be deemed to be applicable, as to one-third thereof, to the substructure and approaches, and as to two-thirds thereof to the superstructure, and the said subsidy may be paid upon that basis by authority of the Governor in Council, upon progress estimates to be furnished from time to time by the Chief Engineer of Government Railways and Canals, so that one-third of such subsidy, and no more, may be paid in respect of and upon completion of the masonry of the substructure and approaches of the said bridge, one-third, and no more, upon the work and material of one-half of the superstructure being done and supplied, in respect of such work and material, and the remaining one-third upon the completion of the whole work.

By the Act 1st Edward VII., chapter 7 (*Assented to May 23, 1901.*)

1. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile;—

516. For a line of railway from a point on the Intercolonial Railway at or near New Glasgow to Country Harbour, Nova Scotia, and from a point at or near Country Harbour Cross Roads to Guysborough, in lieu of the subsidies granted by 1897, cap. 4, and 1899, cap. 7, sec. 2, paragraph 34, not exceeding 80 miles.

517. To the Quebec and New Brunswick Railway Company, for a line of railway from a point at or near St. Charles or at or near Chaudière Junction or a point on the Quebec Central Railway, near St. Anselme, Quebec, towards the present terminus of the St. Francis Branch of the Témiscouata Railway, New Brunswick, not exceeding 45 miles, and for a line of railway from the mouth of the St. Francis River, New Brunswick, westerly towards Chaudière Junction, not exceeding 15 miles, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 23; also for a line of railway in extension of the St. Francis Branch of the Témiscouata Railway to the mouth of the St. Francis River, New Brunswick, in lieu of the subsidy granted by 1899, cap. 7, sec. 2, paragraph 43, not exceeding 3 miles; in all not exceeding 63 miles.

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- 518.** To the Montreal and Province Line Railway Company, for a line of railway from Farnham, Quebec, to Frelighsburg, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 37, not exceeding 19 miles.
- 519.** For a line of railway from a point on the Intercolonial Railway at or near Windsor Junction to Upper Musquodoboit, in lieu of 1897, cap. 4, sec. 2, paragraph 23, not exceeding 40 miles.
- 520.** For a line of railway from Pubnico, Nova Scotia, to Port Clyde or Clyde River, in lieu of the unexpended balance of subsidy granted by 1897, cap. 4, sec. 2, paragraph 29, not exceeding 31 miles.
- 521.** To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from the western terminus of the 20 miles subsidized by 1899, cap. 7, sec. 2, paragraph 47, westerly towards Bancroft, not exceeding 20 miles, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 3; also from the terminus of previously subsidized lines at a point about 40 miles west of Golden Lake, westerly to Bancroft, not exceeding 11 miles; in all not exceeding 31 miles.
- 522.** For a line of railway from Chipman Station, New Brunswick, to Gibson, in lieu of the subsidies granted by 1897, cap. 4, and 1899, cap. 7, sec. 2, paragraph 31, not exceeding 45 miles.
- 523.** To the Inverness and Richmond Railway Company, for a line of railway from a point at or near Point Tupper on the Intercolonial Railway, to Broad Cove and Cheticamp, Nova Scotia, in lieu of the subsidies granted by 1897, cap. 4, 1899, cap. 7, sec. 2, paragraph 29, and 1900, cap. 8, sec. 2, paragraph 27, not exceeding 98 miles.
- 524.** For a line of railway from Caplin to Paspebiac, Quebec, in lieu of the subsidy granted by 1899, cap. 7, sec. 2, paragraph 15, the subsidy contract to be entered into with the trustees or receivers under mortgage from the Atlantic and Lake Superior Railway Company, and to contain the conditions that the subsidy when earned shall be paid in the following manner:—
1st. To the Hamilton Bridge Works Company in payment for bridge superstructures on the said section of railway, when furnished and erected by that company, not to exceed \$35,000;
2nd. For the completion of the road-bed and works incidental thereto;
3rd. Towards payment of overdue balances, pro rata, in settlement of claims for labour, boarding-house claims, and material and supplies furnished in connection with the construction of the said section of railway; in all not exceeding 30 miles.
- 525.** To the Schomberg and Aurora Railway Company, for a line of railway from a point on the Grand Trunk Railway between King and Newmarket, Ontario, to Schomberg, in lieu of the subsidy granted by 1897, cap. 4, not exceeding 15 miles.
- 526.** To the Ottawa and Gatineau Railway Company, for a line of railway from the end of the 62nd mile subsidized, towards Désert, in lieu of the subsidy granted by 1897, cap. 4, sec. 2, paragraph 5, not exceeding 20 miles.
- 527.** To the Restigouche and Western Railway Company, for its line of railway from Campbellton on the Intercolonial Railway, New Brunswick, towards Grand Falls, in lieu of the subsidy granted by 1897, cap. 4, sec. 2, paragraph 10, not exceeding 20 miles.
- 528.** To the Pontiac Pacific Junction Railway Company, for 36 miles of its railway from a point at or near Shawville, crossing the Ottawa River via Calumet Island to Pembroke, including the bridging of both channels of the Ottawa River at Calumet Island, 14 miles of which shall be in lieu of the unexpended balance of subsidy granted by 1897, cap. 4, sec. 3, paragraph 2, not exceeding \$115,200.
- 529.** To the Manitoulin and North Shore Railway Company, for its line of railway, from a point on its line of railway between Sudbury and Little Current to its junction with the line of the Algoma Central and Hudson Bay Railway, at or

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near Goulais River, in addition to and in further extension of its railway subsidized by 1900, cap. 8, sec. 2, paragraph 6, an additional mileage not exceeding 130 miles.

530. For a line of railway from Grandique Ferry, Nova Scotia, to Arichat, not exceeding 8 miles.

531. To the Central Ontario Railway Company, for a further extension of its line of railway, subsidized by 1900, cap. 8, sec. 2, paragraph 5, northward, to a junction with the Canada Atlantic Railway, at or near Whitney, Ontario, not exceeding 20 miles.

532. To the Kingston and Pembroke Railway Company, for a line of railway from a point at or near Sharbot Lake, Ontario, via Lanark, to Carelton Place, not exceeding 41 miles.

533. To the Norwood and Apsley Railway Company, for a line of railway from Norwood, Ontario, to the village of Apsley, not exceeding 30 miles.

534. For a line of railway from a point on the Dominion Atlantic Railway at or near Wolfville, Nova Scotia, to the Government pier on the Basin of Minas, not exceeding one mile.

535. To the Algoma Central and Hudson Bay Railway Company, for a line of railway from Sault Ste. Marie to a point on the Canadian Pacific Railway at or near White River, in the district of Algoma, in extension of the subsidy granted to the Algoma Central Railway by 1899, cap. 8, sec. 2, paragraph 23, and by 1900, cap. 8, sec. 2, paragraph 4, a further and additional mileage not exceeding 135 miles.

536. For a line of railway from Bridgetown, Nova Scotia, to Middleton, in extension of the line subsidized by 1900, cap. 8, sec. 2, paragraph 28, not exceeding 11 miles.

537. For a line of railway from a point on the Grand Trunk Railway at or near Burk's Falls, Ontario, to the Maganetawan River, not exceeding two miles.

538. For a line of railway between Halifax and the Central Railway, Nova Scotia, from the end of the 40th mile from Halifax, subsidized by 1900, cap. 8, sec. 2, paragraph 40, to a junction with the Central Railway, Nova Scotia, not exceeding 30 miles.

539. For a line of railway from a point on the Algoma branch of the Canadian Pacific Railway at or near Bruce Lake Station, northerly to a point at or near Rock Lake, in the district of Algoma, not exceeding 9 miles.

540. For a line of railway from Roberval, Quebec, westward towards James Bay, not exceeding 60 miles.

541. For a line of railway from a point upon the Stonewall branch or the Selkirk branch of the Canadian Pacific Railway to Icelandic River by way of Gimli, not exceeding 35 miles.

542. To the Restigouche and Western Railway Company, for an extension of its line of railway from the 50th mile from Campbellton already subsidized, westward, to effect a junction with its line of railway subsidized 27 miles east from the St. John River, not exceeding 33 miles.

543. For a line of railway from Duncan Lake towards Lardo or Arrow Lake, British Columbia, or from Lardo to Arrow Lake, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 21, not exceeding 30 miles.

3. The Governor in Council may grant to the Ottawa and Gatineau Railway, for its unearned balance of subsidy upon the 62 miles of its line of railway from Hull towards Désert, granted by 1897, chap. 4, sec. 3, paragraph 3, a sum not exceeding \$35,872.

4. The subsidies hereby authorized, and any subsidies heretofore authorized under any Act of Parliament of Canada still in force but not fully paid, towards the construction of any railway or bridge, shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the

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Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(a.) upon the completion of the work subsidized ; or

(b.) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

(c.) upon progress estimates on the certificate of the Chief Engineer of Government Railways, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than sixty thousand dollars ; or

(d.) with respect to (b.) and (c.), part one way, part the other.

5. The subsidy of 66 miles granted to the Manitoulin and North Shore Railway Company for a line of railway between Little Current, on Manitoulin Island, and Sudbury, Ontario, by paragraph 6 of section 2 of chapter 8 of the statutes of 1900, may be contracted for with the company and paid, and the work may be begun and prosecuted in two sections, the first beginning at or near Victoria Mines, in the township of Denison, and extending to Sudbury, and thence north-easterly towards Lake Wahnapiatae, not exceeding 33 miles ; the second section beginning at Little Current and extending to and connecting with the Canadian Pacific Railway at or near Stanley, in the township of Baldwin, on the Canadian Pacific Railway, not exceeding 31 miles ; subject, however, to the company carrying out the undertakings contained in paragraph 6 of section 2 of chapter 8 of the statutes of 1900.

6. The subsidies hereinbefore authorized to be granted to companies named, shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1901, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed upon a location, and according to descriptions, conditions, and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make.

7. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements, and other rights, as will afford to all railways connecting with those so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the Governor in Council shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways hereby subsidized.

8. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service ; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Governor in Council ; and in or towards payment for such charges the Government of Canada shall

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be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

9. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

10. The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

By the Act 3rd Edward VII., chap. 57 (assented to 24th October, 1903.)

1. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

- 544.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for a line of railway from the present terminus at Ingersoll to Woodstock, not exceeding 9 miles, in lieu of the subsidy granted by item 26 of section 2 of chapter 7 of 1899.
- 545.** To the Lindsay, Bobcaygeon and Pontypool Railway Company, for a line of railway from Burketon to Bobcaygeon, not exceeding 40 miles, in lieu of the subsidy granted by item 11 of section 2 of chapter 7 of 1899.
- 546.** To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden Lake to Bancroft, not exceeding 51 miles, in lieu of the subsidy granted by item 6 of section 2 of chapter 7, 1901.
- 547.** To the Central Ontario Railway, for a further extension of its railway from a point at or near Bancroft to a point on the Canada Atlantic Railway at or near Whitney, not exceeding 40 miles, in lieu of the subsidies granted by item 5 of section 2 of chapter 8 of 1900, and item 16 of section 2 of chapter 7 of 1901, respectively.

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- 548.** To the Strathroy and Western Counties Railway Company, for a line of railway from a point at Lambeth to Strathroy, via the villages of Delaware, Mount Brydges and Caradoc Station on the Canadian Pacific Railway, and from Strathroy northerly to Forest, Thedford or Parkhill, not exceeding in all 31 miles, in lieu of subsidies granted by item 4 of section 2 of chapter 7, 1899, and item 2 of section 2 of chapter 8 of 1900, respectively.
- 549.** To the Montfort and Gatineau Colonization Railway Company, to extend its railway from Arundel to a point in the municipality of the united townships of Preston and Hartwell, not exceeding 30 miles, in lieu of the subsidy granted by item 31 of section 2 of chapter 8 of 1900.
- 550.** For a line of railway from Jonquières to La Baie des Ha Ha, not exceeding 20 miles, in lieu of the subsidy of 12 miles granted by item 21 of section 2 of chapter 7 of 1899.
- 551.** For a line of railway from Lime Ridge northerly through the county of Wolfe in the county of Megantic, not exceeding 50 miles, being a revote of the subsidy granted by chapter 4 of 1894.
- 552.** For a line of railway from Joliette to or near Lake Manuan, a distance not exceeding 60 miles, being a revote and in lieu of subsidies granted by chapter 4 of 1897 and chapter 8 of 1900.
- 553.** For a line of railway from St. Eustache to St. Placide in the county of Two Mountains, not to exceed 18 miles; from St. Eustache to Sault au Recollet, 12 miles; and from St. Placide to St. Andrews, 8 miles—not exceeding in all 38 miles; being a revote of subsidies granted by chapter 24 of 1887 and chapter 5 of 1892, respectively.
- 554.** For a line of railway from Roberval westward towards James Bay, not exceeding 60 miles, in lieu of the subsidy granted by item 25 of section 2 of chapter 7 of 1901.
- 556.** For a line of railway from Yamaska to Lotbinière, a distance not exceeding 70 miles, in lieu of the subsidy granted by item 27 of section 2 of chapter 7 of 1899.
- 557.** To the Ottawa, Northern and Western Railway Company, for that portion of its line from a point at the east end of the Hull station yard of the Canadian Pacific Railway to a point of junction with the Interprovincial Bridge approach in the city of Hull, not exceeding one mile; and for a line of railway to the boundary line of the city of Hull from a point on the Ottawa and Gatineau Railway, now the Ottawa, Northern and Western Railway, not exceeding one-quarter of a mile; in lieu of any balance of mileage subsidized by items 12 and 39 respectively of section 2 of chapter 7 of 1899.
- 558.** To the International Railway Company of New Brunswick (formerly the Restigouche and Western Railway Company), for a line of railway from the western end of the ten miles of its railway, as already constructed from Campbellton towards a point on the St. John River between Grand Falls and Edmundston, not exceeding 67 miles, being a revote, and in lieu of subsidies granted by chapter 4 of 1897, item 42 of section 2 of chapter 7 of 1899, and item 22 of section 2 of chapter 8 of 1900.
- 559.** For a line of railway from Woodstock to the International Boundary, not exceeding 26 miles, being a revote of the subsidy granted by chapter 4 of 1894.
- 560.** To the St. John Valley Railway Company, for a line of railway from a point on the Canadian Pacific Railway at or near Welsford or Westfield, or between the said two points, to Gagetown, not exceeding 30 miles, being a revote of the subsidy granted by chapter 4 of 1897.
- 561.** To the Shediac and Coast Railway Company, for a line of railway from Shediac to Shemogue and towards Cape Tormentine, in Westmoreland County, not exceeding 38 miles, in lieu of the subsidy granted by item 25 of section 2 of chapter 8 of 1900.

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- 562.** To the Mabou and Gulf Railway Company, Limited, for a line of railway from Mabou Coal Mines to a point at or near Glendyer, thence to Orangedale on the Intercolonial Railway, not exceeding 34 miles, a revote of the subsidy granted by chapter 4 of 1894, and in substitution of the 25 miles subsidized thereby from Orangedale to Broad Cove.
- 563.** To the Nova Scotia Eastern Railway Company, Limited, for a line of railway from New Glasgow to Cross Roads, Country Harbour, thence to the town of Guysborough, and thence to the Strait of Canso; with a branch from Cross Roads, Country Harbour, aforesaid, down the Country Harbour River to the Deep Waters thereof, not exceeding 116 miles; in lieu of subsidies for 40 and 80 miles granted by items 4 and 1, respectively, of section 2 of chapter 7 of 1901.
- 564.** For a line of railway from Debert Station on the Intercolonial Railway to Debert Coal Mine, not exceeding $4\frac{1}{2}$ miles, in lieu of the subsidy granted by item 29 of section 2 of chapter 8 of 1900.
- 565.** For a line of railway from a point on the Joggins Railway near River Hebert Railway Bridge to the village of Minudie, not exceeding 6 miles, being a revote and in substitution of subsidy granted by chapter 4 of 1894.
- 566.** To the Middleton and Victoria Beach Railway Company, Limited, for a line of railway from Victoria Beach to Middleton, not exceeding 41 miles, in lieu of subsidies granted by item 28 of section 2 of chapter 8 of 1900, and by item 21 of section 2 of chapter 7 of 1901.
- 567.** To the Halifax and South-western Railway Company, for the following lines of railway :—
- (a.) A line of railway from a point at or near Halifax to a point on the Central Railway at or near Mahone Bay, not exceeding 68 miles.
 - (b.) A line of railway from a point on the Central Railway at or near Bridgewater towards Barrington Passage, not exceeding 77 miles.
 - (c.) A line of railway from a point at or near New Germany on the Central Railway to a point at or near Caledonia, not exceeding 22 miles.
 - (d.) A line of railway from a point at or near Caledonia to Liverpool, not exceeding 29 miles.
- The subsidies to the said lines of railway being granted in lieu of subsidies granted by items 17, 18, 35 and 36 of section 2 of chapter 7, 1899 by items 26 and 40 of section 2 of chapter 8 of 1900, and items 5 and 23 of section 2 of chapter 7 of 1901, respectively.
- 568.** To the Inverness Railway and Coal Company, formerly the Inverness and Richmond Railway Company, Limited, for 8 miles of railway between Point Tupper and Broad Cove; and for a line of railway not exceeding 37 miles, from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, being a revote and in substitution of the subsidy granted by chapter 4 of 1897.
- 569.** For a line of railway from a point at or near Wolfville on the Dominion Atlantic Railway to the Government pier on the Basin of Minas, not exceeding one mile, in lieu of the subsidy granted by item 19 of section 2 of chapter 7 of 1901.
- 570.** To the Nicola, Kamloops and Similkameen Coal and Railway Company, for a line of railway from a point at or near Spence's Bridge on the Canadian Pacific Railway to Nicola Lake, not exceeding 45 miles, being a revote of subsidies granted by chapter 5 of 1892 and chapter 4 of 1894.
- 571.** For a line of railway from Winnipeg Beach or Teulon to a point on Icelandic River, by way of Gimli, not exceeding 35 miles, in lieu of the subsidy granted by item 26 of section 2 of chapter 7 of 1901.

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- 572.** To the Edmonton, Yukon and Pacific Railway Company, for a line of railway from the town of Strathcona to Edmonton, and thence westerly towards the Yellow Head Pass, a distance not exceeding 50 miles, in lieu of the subsidy granted by item 41 of section 2 of chapter 7 of 1899.
- 573.** To the St. John Valley and Rivière du Loup Railway Company, for a line of railway from Fredericton to Woodstock, not exceeding 59 miles, in lieu of the subsidy granted by item 5 of section 2 of chapter 7 of 1899.
- 574.** For a line of railway from Hawkesbury, Ontario, to South Indian, not exceeding 35 miles, in lieu of the subsidy granted by item 22 of section 2 of chapter 7 of 1899.
- 575.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for a line of railway from Woodstock northerly to a point on the Grand Trunk Railway at Berlin, or from Ingersoll to Stratford, or to any point on the Grand Trunk Railway between these places, not exceeding 35 miles, being in addition to and continuation of the 9 miles mentioned in item 1 of this section (544).
- 576.** To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the present terminus of its railway, near Baptiste, easterly to a point at or near Renfrew, not exceeding 75 miles.
- 577.** To the Nepigon Railway Company, for a line of railway from Lake Superior to Lake Nepigon, and from a point on the north shore of Lake Nepigon northerly, not exceeding 80 miles.
- 578.** To the Manitoulin and North Shore Railway Company, for a line of railway from Little Current on its present line, to Sudbury, and thence towards the main line of the Canadian Pacific Railway Company, not exceeding 30 miles, in lieu of the subsidy for 21 miles granted by item 38 of section 2 of chapter 7 of 1899.
- 579.** To the Thunder Bay, Nepigon and St. Joe. Railway Company, for a line of railway from Port Arthur north-easterly, not exceeding 50 miles.
- 580.** To the Timagami Railway Company, for a line of railway from a point at or near Sturgeon Falls in a north-westerly direction to a point on the westerly shore of Lake Timagami in the district of Nipissing, not exceeding 50 miles.
- 581.** To the Bay of Quinté Railway Company, for further extension of its line of railway, from the northern terminus thereof, commencing from a point at or near Actinolite, thence in a north-westerly direction, via the villages of Queensboro' and Bannockburn, to a point in the township of Marmora or Lake in Hastings County, not exceeding 20 miles in all.
- 582.** To the Bruce Mines and Algoma Railway Company, for 21 miles from the end of its line, as subsidized by chapter 7 of 1901, northward, not exceeding 21 miles.
- 583.** To the James Bay Railway Company, for a line of railway from Toronto, via the east side of Lake Simcoe, to a point at, near, or beyond Sudbury, through Parry Sound, not exceeding 265 miles, in lieu of two subsidies granted by chapter 8 of 1900, for 35 and 20 miles, respectively, from Parry Sound towards James Bay.
- 584.** To the Quebec and Lake St. John Railway Company, for one mile of railway from Roberval to the Government wharf at Lake St. John.
- 585.** To the Montfort and Gatineau Colonization Railway Company, for the extension of its line of railway from Morin Flats to St. Jérôme, to connect with the Great Northern Railway, not exceeding 22 miles.
- 586.** To the Interprovincial and James Bay Railway Company, for a line of railway from Lake Timiskaming at the present terminus of the Canadian Pacific Railway line, in a northerly direction, not to exceed 50 miles.
- 587.** For a line of railway from Waltham Station to Ferguson Point, in the county of Pontiac, not exceeding 20 miles.
- 588.** For a line of railway from Lake Nipissing to Le Lièvre, not exceeding 35 miles.

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- 589.** For a line of railway in extension of the line from Lime Ridge into the county of Megantic to the bridge over the St. Lawrence at or near Quebec, not exceeding 30 miles.
- 590.** To the Quebec Central Railway Company, for an extension of its line of railway from St. François to St. George, not exceeding 9 miles; also for a railway from Scott Junction to the Quebec bridge, not exceeding 22 miles.
- 591.** For a line of railway from the station of Lac Bouchette on the Quebec and Lake St. John Railway to St. André, not exceeding 13 miles.
- 592.** For a line of railway from Quebec towards Seven Islands, including branches to Murray Bay and Baie St. Paul, not exceeding 200 miles.
- 593.** For a branch line from a point at or near the intersection of the Canadian Pacific Railway and the Great Northern Railway between St. Philippe d'Argenteuil and Lachute, thence in a northerly direction, passing through the village of Brownsburg, not exceeding 3 miles.
- 594.** To the Orford Mountain Railway Company, for a line of railway from a point on its main line between Lawrenceville and Eastman to Lake Bonella, 5 miles; from Kingsbury to Windsor Mills, 10 miles; and from Eastman to the town line between the township of Bolton, east part, and the township of Potton, 12 miles—not exceeding in the whole 27 miles.
- 595.** To the Atlantic, Quebec and Western Railway Company, for a line of railway from Gaspé to a point at or near Causapscau on the Intercolonial Railway, and from that point to Edmundston, not exceeding 260 miles; and for a line of railway from Paspébiac to Gaspé as near the shore as practicable, not exceeding 102 miles.
- 596.** For a line of railway, in addition to and in extension of the line mentioned in item 11 (554) of this section, from Roberval towards James Bay, not exceeding 40 miles.
- 597.** For a branch line from a point near the bridge at Trois Pistoles River on the Intercolonial Railway in a south-easterly direction to Mackenzie and Renouf Falls, on the Trois Pistoles River, not exceeding $2\frac{1}{2}$ miles.
- 598.** To the Matane and Gaspé Railway Company, for a line of railway from a point at or near St. Octave on the Intercolonial Railway to Matane, not exceeding 30 miles.
- 599.** To the Chateauguay and Northern Railway Company, for a line of railway from a point on its main line at or near L'Epiphanie, passing by way of the parish of St. Jacques de l'Achigan to the village of Rawdon, not exceeding 16 miles.
- 600.** For a line of railway from the line of the Montreal and Atlantic Railway Company at St. Guillaume to the River Yamaska to join with the South Shore Railway, a distance not exceeding 12 miles.
- 601.** For a line of railway from La Tuque on the St. Maurice River to a point on the Lake St. John Railway near the River Jeannotte, not exceeding 35 miles.
- 602.** To the Montreal Northern Railway Company, for a line of railway from a point at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lakes St. Joseph and Ste. Marie, in a southerly direction, a distance not exceeding 15 miles.
- 603.** To the International Railway Company of New Brunswick, for a line of railway, in addition to and in extension of the line of 67 miles mentioned in item 14 of this section, to a point on the St. John River between Grand Falls and Edmundston, not exceeding 33 miles.
- 604.** To the Beersville Coal and Railway Company, for a line of railway from Adamsville on the Intercolonial Railway to a point at or near Brown's Landing or Beersville, not exceeding 7 miles.

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- 605.** To the York and Carleton Railway Company, for a line of railway from its present terminus westerly, not exceeding 5 miles.
- 606.** To the Mabou and Gulf Railway Company, Limited, for a line of railway from a point on the Intercolonial Railway at or near Mines Road Station to the wharf at Caribou Cove, not exceeding 4 miles, being in addition to subsidy mentioned in item 18 (562) of this section.
- 607.** To the Nova Scotia Eastern Railway Company, Limited, for a line of railway from Dartmouth through the Musquodoboit Valley to a point at or near Melrose to connect there with the railway mentioned in item 19 (563) of this section, not exceeding 120 miles.
- 608.** To the Midland Railway Company, Limited, for a line of railway from Truro northerly towards Brule, not exceeding 34 miles.
- 609.** For a line of railway from St. Peters to Louisburg, not exceeding 50 miles.
- 610.** To the Koetenay Central Railway Company, for a line of railway from Golden to the International Boundary Line, via Windermere and Fort Steele, and crossing the Crow's Nest Railway at or near Elko, not exceeding 186 miles.
- 611.** To the Kettle River Valley Railway Company, for a line of railway from Grand Forks to a point 50 miles up the North Fork and West Fork of the North Fork of Kettle River, not exceeding 50 miles.
- 612.** For a line of railway from Wellington to Union Bay, not exceeding 55 miles.
- 613.** For a line of railway from Midway to Vernon, not exceeding 150 miles.
- 614.** To the St. Mary's River Railway Company, for a line of railway from Spring Coulee, crossing St. Mary's River to Cardston, 16 miles, and from a point on this line to or near the intake of the irrigation canal, about 16 miles, in all not exceeding 32 miles.
- 615.** For a line of railway from Dawson to Stewart River, passing at or near Grand Forks, not exceeding 84 miles.
- 616.** To the Canadian Pacific Railway Company, for a branch line from a point on the main line between Moosomin and Elkhorn, north-westerly to a point in the neighbourhood of the Pheasant Hills, not exceeding 136 miles.
- 617.** For a line of railway from a point at or near Medicine Hat on the Canadian Pacific Railway to the coal fields in or near townships 12 and 13, range 6, west of the fourth principal meridian, not exceeding 8 miles.
- 618.** To the Great Northern Railway of Canada, for a line of railway from Garneau Junction to the Quebec bridge, not exceeding 70 miles.
- 619.** To the Halifax and South-western Railway Company, for a line of railway to Barrington Passage, in addition to and in continuation of the 77 miles mentioned in paragraph (b) of item 23 (567) of this section, not exceeding 35 miles.
- 620.** To the Lake Superior, Long Lake and Albany Railway Company, for a line of railway from Peninsula Harbour in a northerly direction, not exceeding 10 miles.
- 621.** To the Cumberland Railway and Coal Company, for a line of railway from Parrsboro' Station to Riverside Wharf, not exceeding 1 mile.
- 622.** To the Indian River Railway Company, for a line of railway from a point at or near the north end of Lake Megantic, thence southerly along the said lake to a point on the International Boundary, not exceeding 19 miles.

3. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction of the bridges also hereinafter mentioned, that is to say :—

623. Towards the construction and completion of a railway bridge and approaches over the Nicolet River at Nicolet, in lieu of the grant under item 39 of section 2 of chapter 8 of 1900, \$15,000.

624. Towards the construction of the steel superstructure of a railway bridge on the St. Francis River, in the county of Yamaska, in lieu of the grant under item 38 of section 2 of chapter 8 of 1900, but subject to the same conditions as expressed therein, payable to the Canadian Bridge Company of Walkerville, as their claim may appear for work already done on the said bridge, \$50,000.

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625. To the Canadian Bridge Company of Walkerville, to strengthen and complete the foundation and approaches to the bridge over the St. Francis River subsidized in favour of the South Shore Railway Company by section 3 of chapter 7 of 1899, \$35,000, which amount shall remain the first charge on the road, and shall be recouped to the Treasury out of subsidies earned or to be earned, \$35,000.

626. To the Chateauguay and Northern Railway Company, in addition to the subsidy for the Bout de l'Île bridge granted by item 33 of section 2 of chapter 8 of 1900, \$50,000.

4. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :—

(a.) upon the completion of the work subsidized ; or

(b.) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

(c.) upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars ; or

(d.) with respect to (b) and (c), part one way, part the other.

5. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridges respectively ; all the lines and bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1903, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights, as will afford to all railways connecting with the railways and bridges so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the Governor in Council shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized.

7. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the line in respect of which it has received such subsidy, and whenever required, shall furnish mail cars properly equipped for such mail service ; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Governor in

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Council; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

8. As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be judge.

By Special Act 4 Edward VII., Chap. 34, 1904.

1. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, add careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of 50 per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

627. To the Bracebridge and Trading Lake Railway Company, for a railway from Bracebridge in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by item 7 of section 2 of chapter 8 of 1900, not exceeding 14 miles.

628. To the Bruce Mines and Algoma Railway Company, for the following lines of railway:—

(a.) For that portion of its line of railway from Bruce Mines Junction southerly to the town of Bruce Mines, on Lake Huron, a distance not exceeding 3 miles;

(b) For the 6 miles of railway constructed from Gordon Lake Station, being the end of its line as subsidized by chapter 7 of 1901, northward to Rock Lake, a distance of 6 miles;

(c) For 12 miles from Rock Lake northward, a distance not exceeding 12 miles;

The subsidies to the said lines being granted in lieu of the subsidy granted by item 38 of section 2 of chapter 67 of 1903, not exceeding 21 miles.

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- 629.** To the Nepigon Railway Company, for the following lines of railway :—
- (a.) From a point at or near Nepigon Station on the line of the Canadian Pacific Railway to Nepigon Lake, not exceeding 30 miles ;
 - (b.) From a point on Nepigon Bay of Lake Superior to a point on the west of Lake Helen on the line of the Nepigon Railway, not exceeding $3\frac{1}{2}$ miles ;
 - (c.) From a point on the line of the Nepigon Railway at or near the crossing of the Fraser River, to a point on Lake Jesse, by way of Cameron's Falls, not exceeding $1\frac{1}{2}$ mile :
 - (d.) From a point on the north shore of Lake Nepigon northerly, not exceeding 45 miles ;
- The subsidies to the said lines being granted in lieu of the subsidy granted by item 33 of section 2 of chapter 57 of 1903, not exceeding 80 miles.
- 630.** For the construction of a branch line of railway beginning at the Canadian Pacific Railway Company's main line at St. Philippe d'Argenteuil Station, or at a point between there and Grenville, thence in a northerly direction, in lieu of the subsidy granted by item 49 section 2 of chapter 57 of 1903, not exceeding 3 miles.
- 631.** To the Chateauguay and Northern Railway, for a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway in or near the Town of Joliette, passing at or near the Town of L'Assomption, Quebec, together with a spur line into the said town, in lieu of the subsidy granted by item 32 of section 2 of chapter 8 of 1900, not exceeding 42 miles.
- 632.** To the Great Northern Railway Company of Canada, to enable it to extend its railway from Arundel to a point in the municipality of the united Townships of Preston and Hartwell, Province of Quebec, in lieu of the subsidy granted to the Montford and Gatineau Colonization Railway by item 6 of section 2 of chapter 57 of 1903, not exceeding 30 miles.
- 633.** To the Chateauguay and Northern Railway Company, for a branch line from a point on its main line at or near Charlemagne, thence northerly and westerly to a point on the Montford and Gatineau Railway at or near Morin Flats, in lieu of the subsidy granted to the Montford and Gatineau Colonization Railway by item 41 of section 2 of chapter 57 of 1903, not exceeding 22 miles.
- 634.** To the Ottawa River Railway Company, for a line of Railway from a point at or near St. Agathe des Monts Station towards the township of Howard in the County of Argenteuil, passing near Lakes St. Joseph and St. Marie, in a southerly direction, in lieu of the subsidy granted to the Montreal Northern Railway Company by item 58 of section 2 of chapter 57 of 1903, not exceeding 15 miles.
- 635.** To the Ottawa River Railway Company, for a line of railway between a point in the Parish of St. Andrews, in the County of Argenteuil, and a point in the Parish of St. Lawrence, in the County of Jacques Cartier, passing through the Parishes of St. Placide, St. Eustache and St. Martin, in lieu of the subsidy granted by item 10 of section 2 of chapter 57 of 1903, not exceeding 38 miles.
- 636.** For a line of railway from Lardo towards Upper Arrow Lake, British Columbia, in lieu of the subsidy granted by item 29 of section 2 of chapter 7 of 1903, not exceeding 30 miles.
- 637.** To the Western Alberta Railway Company, from a point on the United States boundary, west of range 27, northwesterly towards Anthracite, in the district of Alberta, in lieu of the subsidy granted by item 40 of section 2 of chapter 7 of 1899, not exceeding 50 miles.

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3. The Governor in Council may grant the subsidy hereinafter mentionned towards the construction of the bridge also hereinafter mentioned, that is to say :—

638. To the Chateauguay and Northern Railway Company, the balance remaining unpaid of the subsidy granted by item 33 of section 2 of chapter 8 of 1900, for a single-track standard railway bridge, with two roadways 10 feet wide for free vehicular traffic, the same as upon a public highway, from Bout de L'Ile to Charlemagne at the Junction of the Ottawa and St. Lawrence Rivers, a sum not exceeding \$51,000.

4. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :—

(a.) Upon the completion of the work subsidized ; or

(b.) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

(c.) Upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars ; or

(d.) With respect to (b) and (c), part one way, part the other.

5. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1904, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights, as will afford to all railways connecting with the railways and bridge so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and the bridge hereby subsidized. Provided always that any decision of the said Board made under this section may be at any time varied, changed, or rescinded by the Governor in Council as he deems just and proper.

7. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transpor-

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tation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service ; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada ; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under the Act.

8. As respects all railways and the bridge for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

10. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the Chief Engineer of Government Railways, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any ; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Chief Engineer, entitles the company thereto : Provided always—

(a.) that the estimated cost, so certified, is not less on the average than \$18,000 per mile for the whole mileage subsidized ;

(b.) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the company's contract ;

(c.) that in no case shall the subsidy exceed the sum of \$6,400 per mile.

11. Whenever a contract has been duly entered into with a company for the construction of any line of railway subsidized by either of the Acts mentioned in the preamble, the Minister of Railways and Canals, at the request of the Company and upon the report of the chief engineer of government railways, and his certificate that he has made careful examination of the surveys, plans and profiles of the whole line so contracted for and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the probable and reasonable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer,

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and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the chief engineer, entitles the company thereto: Provided always—

(a.) that the estimated cost, so certified, is not less on the average than eighteen thousand dollars per mile for the whole mileage subsidized;

(b.) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the Company's contract;

(c.) that in no case shall the subsidy exceed the sum of six thousand four hundred dollars per mile.

2. In construing this Act the word "cost" shall have the meaning assigned to it by the Act authorizing the granting of the subsidy.

By Act, 6 Edward VII, Cap 43, 1906, (assented to 13th July, 1906).

1. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any one case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

639. To the Manitoulin and North Shore Railway Company (or to the Canada Central Railway Company, with the consent of the Manitoulin and North Shore Railway Company, and subject to the approval of the Governor in Council), for the following lines of Railway:—

(a) From Little Current thence crossing the Canadian Pacific Railway, at or near Stanley, and thence to Sudbury, not exceeding 64 miles.

(b) From a point on the said line of railway, between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay Railway, not exceeding 100 miles; and

(c) From a point at or near Sudbury northerly, not exceeding 30 miles; the said subsidies being granted in lieu of the subsidies of 64 and 130 miles, granted by chapter 8 of 1900, section 2, item 6, as amended by section 5 of chapter 7 of 1901, and chapter 7 of 1901, section 2, item 14, respectively.

640. To the Algoma Central and Hudson Bay Railway Company for a line of railway from Sault St. Marie to a point on the Canadian Pacific Railway between White River and Dalton stations in the District of Algoma, not exceeding 200 miles, and, for a line of Railway from Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific Railway not exceeding 25 miles; in lieu of the subsidies of 40, 50 and 135 miles granted by chapter 7 of 1899, section 2, item 23, chapter 8 of 1900, section 2, item 4 and chapter 7 of 1901, section 2, item 20, respectively.

641. To the Lotbinière and Megantic Railway Company to extend its railway southerly from a point at or near Lyster in Megantic County to or towards a point at or near Lime Ridge in the Township of Dudswell; in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 8, not exceeding 50 miles.

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- 642.** For a line of railway from Lake Nominigue to La Lièvre, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 44, not exceeding 35 miles.
- 643.** For a line of railway from a point on the Intercolonial Railway at or near Dartmouth, in the County of Halifax, to Guysborough, in the County of Guysborough, with branch lines to a point on the Intercolonial Railway at or near New Glasgow, in the County of Pictou, and also to Country Harbour, in the County of Guysborough, not exceeding in the whole 236 miles in lieu of subsidies of 116 and 120 miles granted by chapter 57 of 1903, section 2, items 19 and 63 respectively.
- 644.** For a line of railway from Wellington to Union Bay, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 68, not exceeding 55 miles.
- 645.** For a line of railway from a point at or near Sharbot Lake or Bathurst Station, in the Province of Ontario, or between those points via Lanark Village to Carleton Place, in lieu of the subsidy granted by chapter 7 of 1901, section 2, item 17, not exceeding 41 miles.
- 646.** For a line of railway from Cape Tourmente towards Murray Bay, in lieu of the subsidy granted by chapter 5 of 1892, not exceeding 20 miles.
- 647.** To the Atlantic, Quebec and Western Railway Company, for a line of railway from Gaspé to a point at or near Causapscaal on the Intercolonial Railway and from that point to Edmundston, not exceeding 260 miles; and for a line of railway from Paspébiac to Gaspé as near the shore as practicable, not exceeding 102 miles; in lieu of the subsidies granted by chapter 57 of 1903, section 2, item 51.
- 648.** To the Nipigon Railway Company, for the following lines of railway:—
- (a) From a point at or near Nipigon Station on the line of the Canadian Pacific Railway to Nipigon Lake, not exceeding 30 miles.
 - (b) From a point on Nipigon Bay of Lake Superior to a point on the west of Lake Helen on the line of the Nipigon Railway, not exceeding $3\frac{1}{2}$ miles.
 - (c) From a point on the line of the Nipigon Railway at or near the crossing of the Fraser River, to a point on Lake Jesse, by way of Cameron's Falls, not exceeding $1\frac{1}{2}$ miles.
 - (d) From a point on the North shore of Lake Nipigon northerly, not exceeding 45 miles;
- The said subsidies to the said lines being granted in lieu of the subsidies granted by chapter 34 of 1904, section 2, item 3, not exceeding in the whole 80 miles.
- 649.** For a line of railway from Quebec towards Seven Islands, including branches to Murray Bay and Baie St. Paul, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 48, not exceeding 200 miles.
- 650.** For a line of railway from Roberval westward towards James Bay, in lieu of the subsidies granted by chapter 57, of 1903, section 2, items 11 and 52, not exceeding 100 miles.
- 651.** To the Quebec Central Railway Company for an extension of its line of railway from St. Francis to St. George not exceeding 9 miles; and for a line of railway from Scott Junction to the Quebec Bridge, not exceeding 23 miles; in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 46.

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- 652.** To the Western Alberta Railway Company for a line of railway from a point on the United States Boundary, west of range 21, northwesterly towards Anthracite, in the Province of Alberta, in lieu of the subsidy granted by chapter 34 of 1904, section 2, item 11, not exceeding 50 miles.
- 653.** To the Shediak and Coast Railway Company for a line of railway from Shediak to Shemogue and towards Cape Tormentine in Westmoreland County, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 17, not exceeding 38 miles.
- 654.** For a line of railway from St. Constant in the County of Laprairie and Naperville, through St. Edouard, St. Cyprien and Lacolle to a point at or near the International boundary line on the Delaware and Hudson Railway (Grand Trunk) lieu of the 19 and 12 mile subsidies granted by chapter 7 of 1899, section 2, item 10 and chapter 4 of 1894 respectively, not exceeding 28 miles.
- 655.** To the Lake Superior, Long Lake and Albany Railway Company for a line of railway from Peninsula Harbour in a northerly direction, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 76, not exceeding 10 miles.
- 656.** For a line of railway from Owen Sound in the Province of Ontario to Meaford, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 34, not exceeding 30 miles.
- 657.** To the Kingston, Smith's Falls and Ottawa Railway Company for a line of railway from Kingston to Ottawa, being a revote of the subsidy granted by chapter 4 of 1897, not exceeding 101 miles.
- 658.** To the Lotbinière and Megantic Railway Company, for a line of railway from a point on its line between Lyster and Lime Ridge, to a point at or near the Bridge over the St. Lawrence at or near Quebec, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 45, not exceeding 30 miles.
- 659.** For a line of railway from a point on the Quebec and Lake St. John Railway, near the River Jeannotte to La Tuque, on the St. Maurice River, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 57, not exceeding 35 miles.
- 660.** To the Halifax and South Western Railway Company, for a line of railway from a point at or near Halifax, to a point at or near Barrington Passage, (except that part east of Bridgewater which formerly formed part of the line of the Central Railway), in lieu of the 68, 77 and 35 miles of subsidies granted by chapter 57 of 1903, section 2, item 23 (a) and (b), and item 75, respectively, not exceeding 185 miles.
- 661.** To the Bay of Quinté Railway Company, for a line of railway from a point at or near the Village of Tweed, thence northwesterly to a point at or near the Village of Bannockburn, in the County of Hastings, being a revote in part of the subsidy granted by chapter 7 of 1899, section 2, item 45, and in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 37, not exceeding in all 20 miles.
- 662.** For a line of railway from a point at or near Baptiste, easterly to a point at or near Renfrew, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 32, not exceeding 75 miles.

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- 663.** For a line of railway from the Station of Lac Bouchette, or from a point one mile east of the said station, on the Quebec and Lake St. John Railway, to St. André, in lieu of subsidy granted by chapter 57 of 1903, section 2, item 47, not exceeding 13 miles.
- 664.** For a line of railway from Debert Station, on the Intercolonial Railway, to Debert Coal Mine, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 20, not exceeding $4\frac{1}{2}$ miles.
- 665.** For a line of railway from a point at or near Toulon, to a point on the Icelandic River, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 27, not exceeding 35 miles.
- 666.** To the Ontario, Northern and Temagami Railway Company (formerly the Temagami Railway Company), for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Temagami, in the District of Nipissing, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 36, not exceeding 50 miles.
- 667.** To the Quebec and Lake St. John Railway Company, for a line of railway from Roberval to the Government wharf at Lake St. John, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 40, not exceeding one mile.
- 668.** For a line of railway from Truro northerly towards Brule, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 64, not exceeding 34 miles.
- 669.** To the Kootenay Central Railway Company, for a line of railway from Golden towards the International Boundary line, via Windermere and Fort Steele, and crossing the Crow's Nest Railway at or near Elko, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 66, not exceeding 186 miles.
- 670.** To the Brockville, Westport and Sault Ste. Marie Railway Company, the balance remaining unpaid of the subsidy granted by chapter 3 of 1889, not exceeding \$3,200 per mile, and also the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, which was regranted by chapter 5 of 1892; the whole not exceeding \$86,800, being a revote of the subsidy granted by chapter 4 of 1894, and that the said subsidy or so much thereof as has heretofore been agreed upon by the terms of an agreement filed in the Department of Railways and Canals between said Brockville, Westport and Sault Ste. Marie Railway Company and the creditors of said Railway Company, to be paid over to the said creditors or the legal representatives of said creditors as mentioned in said agreement.
- 671.** For a line of railway from Jonquieres to La Baie des Ha Ha, in lieu of subsidy granted by chapter 57 of 1903, section 2, item 7, not exceeding 20 miles.
- 672.** For a line of railway from St. Rose via the east side of Lake Ainslie to or towards Orangedale on the Intercolonial Railway, not exceeding 34 miles; and for a line of railway from a point on the Intercolonial Railway at or near Mines Road Station to the wharf at Caribou Cove not exceeding four miles; in lieu of the subsidy granted by chapter 57 of 1903, section 2, items 18 and 62.
- 673.** For a line of railway from a point at or near Wolfville on the Dominion Atlantic Railway to the Government Pier at the Basin of Minas, not exceeding one mile, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 25.

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- 674.** To the Great Northern Railway of Canada for a line of railway in extension of its railway from a point at or near Arundel to a point in the municipality of the United Townships of Preston and Hartwell, not exceeding 30 miles ; and for a line of railway connecting its Montford and Gatineau line with the main line at St. Jerome, not exceeding 22 miles ; in lieu of the subsidies granted to the Montford and Gatineau Colonization Railway Company by items 6 and 41 of section 2 of chapter 57 of 1903.
- 675.** To the Great Northern Railway of Canada, for a line of railway from, at or near Garneau Junction to or towards the Quebec Bridge, not exceeding 70 miles, in lieu of the subsidy granted by item 74 of section 2, of chapter 57 of 1903.
- 676.** For a line of railway from a point at or near Ste. Agathe des Monts Station towards the Township of Howard, in the County of Argenteuil, passing near Lakes St. Joseph and Ste. Marie, in a southerly direction, not exceeding 15 miles ; and for a line of railway between a point in the parish of St. Andrews, in the County of Argenteuil, and a point in the parish of St. Laurent, in the County of Jacques Cartier, passing through the parishes of St. Placide, St. Eustache and St. Martin, not exceeding 38 miles ; in lieu of the subsidies granted by chapter 34 of 1904, items 8 and 9 of section 2, not exceeding in the whole 53 miles.
- 677.** To the Kettle River Valley Railway Company for a line of railway from Grand Forks to a point 50 miles up the North Fork of Kettle River, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 67, not exceeding 50 miles.
- 678.** To the Ottawa Northern and Western Railway for a line of railway from Aylmer to a point of junction with the Interprovincial Bridge approach in the City of Hull (except that portion thereof beginning at a point of junction with the line of the Hull Electric Railway in the City of Hull and terminating at a point on the main line of the Canadian Pacific Railway at the east end of its Hull Station yard) not exceeding nine miles, in lieu of the subsidy granted by item 12 of section 2 of chapter 7, of 1899, and by the first portion of item 13 of section 2 of chapter 57 of 1903.
- 679.** To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden Lake to Bancroft, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 3, not exceeding 51 miles.
- 680.** To the Interprovincial and James Bay Railway Company, for a line of railway from the Lake Temiskaming at the present terminus of the Canadian Pacific Railway in a northerly direction, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 42, not exceeding 50 miles.
- 681.** For a line of railway from Waltham Station to Ferguson Point, in the County of Pontiac, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 43, not exceeding 20 miles.
- 682.** To the Matane and Gaspé Railway Company, for a line of railway from a point at or near St. Octave, on the Intercolonial Railway, to Matane, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 54, not exceeding 30 miles.
- 683.** For a line of railway from the Village of Haliburton, via the Village of Whitney, towards the Town of Mattawa, Ontario, in lieu of the subsidies granted by chapter 7 of 1899, section 2, item 25, and chapter 8 of 1900, section 2, item 9, not exceeding 60 miles.

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684. For a line of railway from Dawson to Stewart River, passing at or near Grand Forks, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 71, not exceeding 84 miles.

2. That unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals, nor the cost of right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

3. That the subsidies to be authorized towards the construction of any railway shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided herein, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

- (a) upon the completion of the work subsidized; or
- (b) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or
- (c) upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or
- (d) with respect to (b) and (c), part one way, part the other.

4. That the subsidies to be authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as established to the satisfaction of the Governor in Council their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1906, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines shall be subject to the approval of the Governor in Council.

5. That the granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights, as will afford to all railways connecting with the railways so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways so subsidized: Provided always that any

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decision of the said Board made under this section may be at any time varied, changed, or rescinded by the Governor in Council as he deems just and proper.

6. That every company so receiving a subsidy, its successors and assigns, and any person or company controlling or operating the railway or portion of railway so subsidized, shall each year furnish to the Government of Canada, transportation for men, supplies, materials and mails, over the portion of the lines in respect of which it has received such subsidy, and whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy so received by the company.

7. That as respects all railways for which subsidies are granted, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

8. That the Governor in Council may make it a condition of the grant of the subsidies herein provided, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

9. That whenever a contract has been duly entered into with a company for the construction of any line of railway so subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the Chief Engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals and upon the report and certificate of the said Chief Engineer, entitles the company thereto; Provided always:—

(a) that the estimated cost, as certified, is not less on the average than \$18,000 per mile for the whole mileage subsidized;

(b) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the company's contract;

(c) that in no case shall the subsidy exceed the sum of \$6,400 per mile.

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By Act, 6-7 Edward, Cap 40, 1907, assented to 27 April, 1907.

1. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile :—

- 685.** To the Central Ontario Railway for an extension of its railway from a point at or near Bancroft to a point on the Canada Atlantic Railway at or near Whitney, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 4, not exceeding 40 miles.
- 686.** For a line of railway from Woodstock to the International Boundary in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 15, not exceeding 26 miles.
- 687.** For a line of railway from a point on the Canadian Pacific Railway at or near Welsford or Westfield, or between the said two points, to Gagetown, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 16, not exceeding 30 miles.
- 688.** For a line of railway from Liverpool to Milton, Nova Scotia, in lieu of part of the subsidy granted by Chapter 57 of 1903, Section 2, Item 23(*d*), not exceeding 7 miles.
- 689.** For a line of railway from Milton to Caledonia, Nova Scotia, in lieu of part of the subsidy granted by Chapter 57 of 1903, Section 2, Item 23(*d*), not exceeding 22 miles.
- 690.** For a line of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 24, not exceeding 37 miles.
- 691.** For a line of railway from a point on the Dominion Atlantic Railway to the Government pier or wharf at Canning, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 25, not exceeding 1 mile.
- 692.** To the Nicola, Kamloops and Similkameen Coal and Railway Company for a line of railway from a point at or near Spence's Bridge, on the Canadian Pacific Railway, to Nicola Lake, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 26, not exceeding 47 miles.
- 693.** To the Edmonton, Yukon and Pacific Railway Company, for a line of railway from the Town of Strathcona to Edmonton and thence westerly towards the Yellowhead Pass, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 28, not exceeding 50 miles.
- 694.** For a line of railway from Fredericton to Woodstock, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 29, not exceeding 59 miles.
- 695.** For a line of railway from Hawkesbury, Ontario, to South Indian, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 30, not exceeding 35 miles.

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- 696.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for a line of railway from Woodstock northerly to a point on the Grand Trunk Railway at Berlin, or from Ingersoll to Stratford, or to any point on the Grand Trunk Railway between these places, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 31, not exceeding 35 miles.
- 697.** To the Canadian Northern Ontario Railway Company for a line of railway from Toronto, via the east side of Lake Simcoe, to a point at, near or beyond Sudbury through Parry Sound, in lieu of the subsidy granted to the James Bay Railway Company by Chapter 57 of 1903, Section 2, Item 39, not exceeding 265 miles.
- 698.** For a branch line from a point at or near the intersection of the Canadian Pacific Railway and the Canadian Northern Quebec Railway (formerly the Great Northern Railway) between St. Philippe d'Argenteuil and Lachute, thence in a northerly direction passing through the Village of Brownsburg, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 49, not exceeding 4.2 miles.
- 699.** To the Orford Mountain Railway Company for the following lines of railway, namely :—from Bolton Line to Mansonville 7.54 miles ; from Mansonville to the International Boundary 3.12 miles ; from Windsor Mills to Brompton Falls 8 miles ; from Melbourne Road Crossing to Melbourne Village 3.50 miles ; and from a point on its main line of railway to the south of end of Bonella Lake 5 miles ; in lieu of the subsidies granted by Chapter 57 of 1903, Section 2, Item 50, but not exceeding in the whole 27 miles.
- 700.** To the Canadian Northern Quebec Railway Company, for a line of railway from a point on its main line at or near L'Epiphanie, passing by way of the Parish of St. Jacques de l'Achigan, to the Village of Rawdon, in lieu of the subsidy granted to the Chateauguay and Northern Railway Company by Chapter 57 of 1903, Section 2, Item 55, not exceeding 16 miles.
- 701.** To the York and Carleton Railway Company, for a line of railway from its present terminus westerly, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 61, not exceeding 5 miles.
- 702.** To the Midway and Vernon Railway Company, for a line of railway from Midway to Vernon, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 69, not exceeding 150 miles.
- 703.** For a line of railway from a point at or near the north end of Lake Megantic, thence along the said lake to a point on the International Boundary at or near Rivière Morte, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 78, not exceeding 19 miles.
- 704.** For a line of railway from Wellington to or towards Union Bay by way of Alberni in lieu of the subsidy granted by Chapter 43 of 1906, Section 1, Item 6, not exceeding 55 miles.
- 705.** For a line of railway from Ste. Rose (or from Chimney Corner Coal Mines to a point at or near Chimney Corner Cove) thence via the east side of Lake Ainslie to or towards a point on the Intercolonial Railway at or near Orangedale, not exceeding 34 miles ; and for a line of railway from a point on the Intercolonial Railway between Orangedale and Point Tupper to Caribou Cove, or Inhabitants Bay or River, not exceeding 4 miles ; in lieu of the subsidies granted by Chapter 43 of 1906, Section 1, Item 34.

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706. To the Klondike Mines Railway Company for the following lines of railway, namely :—

(a) for a line of railway from Dawson to a point at or near Sulphur Spring, not exceeding 31 miles ;

(b) for a line of railway from a point at or near Sulphur Spring to a point at or near the Divide between Dominion and Flat Creeks, not exceeding 45 miles ;

(c) for a line of railway from a point at or near the said Divide to or towards the Stewart River, not exceeding 8 miles ;

The whole in lieu of the subsidy granted by Chapter 43 of 1906, Section 1, Item 46.

707. For a line of railway from St. Peter's to Louisbourg, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 65, not exceeding 50 miles.

708. For a line of railway from Grandique Ferry, to Arichat, Nova Scotia, being a revote of the subsidy granted by Chapter 7 of 1901, Section 2, Item 15, not exceeding 8 miles.

709. For a line of railway from Connors, at the terminus of the Témiscouata Railway, to a point on the boundary line between New Brunswick and Quebec, at the foot of Bean Lake, being a revote of part of the subsidy granted by Chapter 7 of 1901, Section 2, Item 2, not exceeding 18 miles.

710. 2. Resolved, That the Governor in Council may grant, towards the construction and completion of a railway bridge and approaches over the Nicolet River at Nicolet, in lieu of the subsidy granted by Chapter 57 of 1903, Section 3, Item 1, a subsidy of \$15,000.

3. Resolved, That in these Resolutions, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals nor the cost of right of way of the railway in any city or incorporated town ; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

4. Resolved, That the subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in these Resolutions, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :—

(a) Upon the completion of the work subsidized ; or

(b) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed sections bears to that of the whole work undertaken ; or

(c) Upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars ; or

(d) With respect to (b) and (c), part one way, part the other.

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5. Resolved, That the subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridge respectively; all the lines and the bridge for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1907, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridge shall be subject to the approval of the Governor in Council.

6. Resolved, That the granting of such subsidies and the receipt thereof by the respective companies, shall be subject to the condition that the Board of Railway Commissioners of Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railways and bridge so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridge hereby subsidized: Provided always that any decision of the said Board made hereunder may be at any time varied, changed, or rescinded by the Governor in Council, as he deems just and proper.

7. Resolved, That every company receiving a subsidy hereunder, its successors and assigns, and any person or company controlling or operating the railway or portion of railway hereby subsidized, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company hereunder.

8. Resolved, That as respects all railways and the bridge for which subsidies are granted hereby, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. Resolved, That the Governor in Council may make it a condition of the grant of the subsidy herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway and bridge and the rolling stock for the first equipment of the railway from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

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10. Resolved, That whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the Chief Engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the certificate of the Chief Engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said Chief Engineer, entitles the company thereto: Provided always—

(a) that the estimated cost, as certified, is not less on the average than \$18,000 per mile for the whole mileage subsidized;

(b) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the company's contract;

(c) that in no case shall the subsidy exceed the sum of \$6,400 per mile.

PART IV

MISCELLANEOUS STATEMENTS

7-8 EDWARD VII., A. 1908

No.

SUBSIDY AGREEMENTS for the Construction of Railways

No. of Contract.	Date of Signature.	Name of Railway.	Line of Railway to be Constructed.	AUTHORITY FOR EXECUTION.	
				Act of Parliament.	Order in Council.
16374	Oct. 15, 1906	Bay of Quinté Ry. Co.	From Tweed to Bannockburn, Co. Can., 1906, c. 43 of Hastings.	Sept. 21, 1906..	
16347	" 8, 1906	Halifax & South Western.	From point at or near Halifax to point at or near Barrington Passage, &c., in lieu of the 68, 77 and 35 miles granted by cap. 57 of 1903.	Can., 1906, c. 43	" 21, 1906..
16371	" 10, 1906	Napierville Junction Ry. Co.	From St. Constant to point at or near International Boundary line on Delaware and Hudson Ry.	Can., 1906, c. 43	" 21, 1906..
16433	Nov. 24, 1906	Quebec and Lake St. John Ry. Co.	From Roberval to Govt. wharf at Lake St. John.	Can., 1906, c. 43	Oct. 17, 1906..
16496	Jan. 28, 1907	Quebec Central Ry....	From St. Francois to St. George..	Can., 1906, c. 43	" 12, 1906..
16295	Aug. 20, 1906	York and Carleton....	From its present terminus westerly	Can., 1903, c. 57	Nov. 3, 1905..

DEPARTMENT OF RAILWAYS AND CANALS
OTTAWA, August 3, 1907.

1.

entered into during the Fiscal Year ended March 31, 1907.

AMOUNT OF SUBSIDY.		Number of Miles Subsidized.	Maximum Grade. Feet per Mile.	Radius of Curva- ture not less than	Width of Clear- ing each side.	Width of Cut- ting.	Embankment.	Steel Rails, lbs. per lineal yard.	Date for Completion.
Per Mile.	Not exceed- ing								
\$	\$		Feet.	Feet.	Feet.	Feet.	Feet.	Lb.	
3,200	6,400	20	28·5	955	50	20	15	56	Aug. 1, 1907.
3,200	6,400	185	80	764·49	50	20	15	56	" 1, 1908.
3,200	6,400	28	26	2,865	50	20	15	56	July 31, 1910.
3,200	6,400	1	92·4	410·28	50	20	15	56	Aug. 1, 1908.
3,200	6,400	9	52·80	955	50	20	15	56	Oct. 1, 1907.
3,200	6,400	5	63	573	33	20	15	56	Nov. 1, 1906.

HAZEN HANSARD,
Law Clerk.

7-3 EDWARD VII., A. 1908

No. 2

CONTRACTS entered into during the Nine months forming the Fiscal Year ended
March 31, 1907.

INTERCOLONIAL RAILWAY.

No. of Contract.	Date of Signature.	Contractors.	General Description.
1906.			
16256	July 14..	Nova Scotia Steel and Coal Co., Ltd.	Deliver 83,840 pairs of steel splice bars at Trenton, N.S.
16257	" 17..	Farquhar Bros.....	Wiring of passenger station at Windsor, N.S.
16258	" 18..	Napoleon Dumont.....	Erect addition to freight shed at St. Henri Junction, Quebec.
16275	Aug. 3..	Rhodes, Curry & Co., Ltd.....	Deliver 200 hopper cars.
16278	" 4..	A. Beauchesne.....	Erecting hot water heating apparatus in station at Drummondville, Que.
16292	" 18..	Theodore Richard.....	Erection of cribwork, &c., at St. Alexis station, Que.
16306	" 27..	F. E. McManus.....	Erect heating and plumbing fixtures in baggage room at St. John, N.B.
16310	" 29..	E. F. Munro.....	Construct extension to freight shed, loading platform and erection of crane foundation at New Glasgow, N.S.
16313	" 27..	Canadian Bridge Co., Ltd.....	Construct bridges at Enfield, Elmsdale and Shubena-cadie, N.S.
16319	Sept. 10..	J. B. McManus, Ltd.....	Filling pond east of railway station at Charlottetown.
16326	" 18..	E. A. Wallberg.....	Erect freight car repair shop at Moncton, N.B.
16349	Oct. 8..	Joseph Gosselin.....	Erect station at Chaudière, Que.
16350	" 8..	McNeil Bros.....	Erect freight shed at Iona, N.S.
16351	" 8..	S. W. Campbell.....	Remodel station at Pictou, N.S.
16352	" 8..	Rhodes, Curry & Co., Ltd.....	Erect planing mill at Moncton, N.B.
16353	" 8..	John McDougall & Co.....	Deliver 750 33-in. car wheels.
16367	Sept. 8..	J. B. McManus, Ltd.....	Erect station at Shediac, N.B.
16368	Oct. 10..	Cloutier & Gaudreau.....	Improvement at Drummondville, Que.
16375	" 20..	The Harris Abattoir Co., Ltd.....	Railway siding at Sydney, C.B.
16390	" 29..	E. A. Wallberg.....	Paint shop, repair shop and office building at Moncton, N.B.
16394	" 15..	Antigonish Electric Co.....	Wiring of station at Antigonish, N.S.
16395	Nov. 5..	J. W. Dobson.....	Raising wharf at Pictou Landing.
16415	" 5..	The Great North West Telegraph Co.	Provide, &c., wire from Moncton to Ottawa.
16451	Dec. 18..	A. Proulx.....	Erect freight house at St. Pierre, Que.
16452	" 20..	M. E. Keefe.....	Erect 36-stall engine house at Halifax, N.S.
16453	Nov. 20..	John Starr, Son & Co.....	Instal auxiliary fire alarm system in yards, &c., of Intercolonial Ry. at deep water terminus, Halifax.
16455	Dec. 7..	F. A. Ronnan & Co.....	Erect superstructure of a double track bridge over the Sackville river, near Bedford Station, N.S.
16458	" 29..	J. H. McKay.....	Erect combined station, dwelling and freight room at Pugwash Junction, N.S.
1907.			
16469	Jan. 8..	Willard Kitchen.....	Construct 50,000-gallon water tank and pipe line at Glengarry, N.S., and pipe line at Campbellton, N.B.
16475	Jan. 15..	John N. McElmon.....	Removal of freight shed at Windsor Junction, N.S.
16478	" 18..	Emil A. Wallberg.....	Erect locomotive shops at Moncton, N.B.
16479	" 15..	H. Boulay & Cie.....	Erect freight shed, &c., at Salmon Lake, Que.
16482	" 15..	Town of Rimouski.....	Supply water at Rimouski, Que.
16485	" 22..	Pictou Foundry and Machine Co....	Supply and installation of a hot water heating apparatus in agent's dwelling at Pictou, N.S.
16488	" 24..	Galena Signal Oil Co.....	Supply Sibley Perfection Signation oil.
16489	" 24..	".....	Supply valve, coach, engine and car oils.
16493	" 8..	Dominion Bridge Co., Ltd.....	Erect bridge at Doaktown, N.B.
16494	" 22..	Willard Kitchen.....	Erect 50,000-gallon water tank at Sackville, N.B.
16497	" 28..	W. S. Wright.....	Improve station, enlarge freight shed and construct baggage room at Rothesay, N.B.
16498	" 28..	Chappell Bros. & Co., Ltd.....	Erect station, freight shed and platform at Sydney Mines, N.S.
16506	Feb. 18..	Willard Kitchen.....	Erect bridge at Boiestown, N.B.
16509	" 20..	W. P. McNeil.....	Deliver three through steel turntables.
16513	" 21..	Willard Kitchen.....	Grading and double tracking cotton factory branch, Halifax, N.S., &c.
16514	" 21..	".....	Excavation on west side of Water St., Halifax, N.S.

SESSIONAL PAPER No. 20

CONTRACTS entered into during the Nine months, &c.—*Continued.*INTERCOLONIAL RAILWAY—*Continued.*

No. of Contract.	Date of Signature.	Contractors.	General Description.
1907.			
16519	Feb. 19..	Rhodes, Curry & Co., Ltd.....	Delivery of two postal cars.
16523	Mar. 13..	Beazley Bros.....	Removal and dredging out of pier No. 9 at Halifax, N.S.
16528	" 12..	The Locomotive and Machine Co. of Montreal, Ltd.	Erect bridge at Boyer River.
16544	" 16..	Canada Foundry Co., Ltd.....	Bridges at Harbour au Bouche, &c.
16547	" 22..	Locomotive and Machine Co. of Montreal.	Bridges at Stewiacke, Truro, Hall's Creek and St. Henri.
16555	" 20..	Dominion Bridge Co., Ltd.....	Seventy-foot turntable for Newcastle, N.B.
16557	Feb. 20..	H. G. Hagen & Co.....	Provide hot water heating apparatus for freight office at Sydney, N.S.
16571	Mar. 30..	Thos. A. Barnhill & Co.....	Erect dwelling for station master at Riversdale, N.S.

PRINCE EDWARD ISLAND RAILWAY.

1906.			
16259	July 5..	The Canadian Fairbanks Co., Ltd...	Delivery of a gasoline engine for the swing span of the Hillsborough Bridge.
16294	Aug. 18..	Willard Kitchen.....	Removal of Lake Verde Station and supplies of materials in connection therewith.
16314	" 27..	M. F. Schurman & Co.....	Deliver 8,100 lineal feet of portable snow fence..
16317	Sept. 10..	W. S. Kinnear & Son.....	Painting of bridges on Murray Harbour and Montague branches.
16319	" 10..	J. B. McManus, Ltd.....	Filling pond east of railway station at Charlottetown.
16325	" 10..	J. M. Clark and D. R. Morrison.....	Erection and completion of three-stall engine house at Summerside, P.E.I.
16354	Oct. 8..	Canadian Locomotive Co., Ltd.....	Deliver two 10-wheel narrow gauge locomotives.
16369	Oct. 10..	D. R. Morrison.....	Construct drain at Alberton, P.E.I.
16379	" 23..	Bruce Stewart & Co.....	Supply turning and operating gear for swing span of Hillsborough Bridge.
16416	Nov. 9..	Reid & Archibald.....	Erect cribwork rest piers for swing span of Hillsborough Bridge.
16418	" 12..	E. A. Wallberg.....	Erect brick car shop at Charlottetown, P.E.I.
1907.			
16464	Jan. 5..	"	Construct erecting machine and blacksmith shop at Charlottetown.
1906.			
16480	Dec. 20..	Provincial Government.....	For operation in respect to highway use of Hillsborough Bridge.
1907.			
16482	Jan. 21..	M. F. Schurman & Co.....	Remove and remodel old station at Kensington, P.E.I.

CHAMBLY CANAL.

1907.			
16499	Jan. 12..	Montreal Light, Heat and Power....	Agreement to settle all claims made by His Majesty against company consequent upon damages done to canal electric power-house.

GALOPS CANAL.

1906.			
16420	Nov. 20..	George A. Begy.....	Rebuilding retaining walls at Iroquois, Ont.

7-8 EDWARD VII., A. 1908

CONTRACTS intered into during the Nine months, &c.—*Continued.*

GRENVILLE CANAL.

No. of Contract.	Date of Signature.	Contractors.	General Description.
1907.			
16501	Feb. 8..	The Phoenix Bridge and Iron Works, Ltd.	Erect bridge over canal at Grenville, Que.

LACHINE CANAL.

1906.			
16262	July 6..	Lakefield Portland Cement Co.	Supply 3,000 barrels of cement.
16417	Nov. 14..	Quinlan & Robertson	Grading and finishing surface on north side of lock 2.
1907.			
16508	Feb. 20..	C. Strubbe	Supply 3,000 barrels of Portland cement.
16518	Mar. 4..	Quinlan & Robertson	Underpinning old masonry wall and constructing new concrete wall at Montreal Warehousing Co. basin No. 2.

RIDEAU CANAL.

1907.			
16492	Jan. 22..	Polson Iron Works, Ltd.	Deliver 80-foot screw tug.
16495	" 15..	Canada Atlantic Railway Co.	Agreement varying certain leases.
16554	Mar. 28..	Polson Iron Works, Ltd.	Electric lighting equipment for 80-foot screw tug.

SAULT STE. MARIE CANAL.

1906.			
16324	Sept. 4..	Kenneth McK. Wright	Construct sidewalk along walls of Canadian Sault Canal lock.
16396	Nov. 5..	" "	Erect shelter and lunch house, Sault Ste. Marie, Ont.
1907.			
16474	Jan. 14..	C. S. Boone	Stone protection bank or backing to the new extension to the south pier at the upper entrance of canal.
16521	Mar. 11..	"	Deepen and widen channel way of upper entrance.

SOULANGES CANAL.

1906.			
16428	Nov. 22..	Theodore Belanger	Erect three cottages at Coteau du Lac.
16449	Dec. 17..	Quinlan & Robertson	Erect wharf at Cascades Point, Que.

SESSIONAL PAPER No. 20

CONTRACTS entered into during the Nine months, &c.—*Concluded.*

TRENT CANAL.

No. of Contract.	Date of Signature.	Contractors.	General Description
1906.			
16260	July 4..	Lakefield Portland Cement Co., Ltd.	Supply 1,000 barrels Portland cement.
16316	Aug. 30..	The Lake Simcoe Dredging Co.....	Improve east branch of Holland River.
16328	" 28..	Dominion Bridge Co., Ltd.....	Erect swing bridge at Young's Point.
16381	Oct. 12..	"	Erect swing bridge over Holland River.
16437	Dec. 1..	D. Conroy & Sons.....	Construct substructure of Holland River bridge.
1907.			
16532	Mar. 15..	Polson Iron Works, Ltd.....	Construct and delivery of an 80-foot screw tug.

WELLAND CANAL.

1906.			
16293	Aug. 18..	Joseph Battle.....	Placing stone protection along certain portions of summit level between Thorold and Port Colborne.
16321	Sept. 10..	M. J. Hogan.....	Constructing a turning basin and dock at Welland.
16346	Oct. 8..	Peter Lyall & Sons.....	Construct grain elevator at Port Colborne, Ont.
16348	" 8..	Cunningham & Sons.....	Iron gears and pinions for hoisting valves, 1906.
16392	" 15..	Edward Conroy.....	Renew a portion of east pier at Port Maitland, Ont.
1907.			
16502	Feb. 18..	J. H. Kratz & Co.....	Supply timber, lumber, &c., for 1907.
16535	Mar. 16..	Cunningham & Son.....	Iron, brass and phosphor bronze castings for 1907.

HAZEN HANSARD.
Law Clerk.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 3, 1907.

7-8 EDWARD VII., A. 1908

No.

WATER POWER and other Public Property leased by the Department of Railways and
INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
1906.			
16298	Aug. 13..	Le Crédit Municipal Canadien.....	Privilege to lay 6-in. water pipe across lands and under tracks of I.C.R. at St. Romuald, P.Q.....
16301	" 27..	Canada Ry. News Co.....	License to sell on all passenger trains and at certain stations, newspapers, books, &c.....
16329	Sept. 20..	F. L. Fairweather.....	License to place automatic match vending machine in some station buildings of I.C.R.....
16360	Oct. 8..	Wm. F. Napier.....	Land west of Campbellton, N.B.....
16363	" 8..	Town of Stellarton.....	Privilege to lay 12-in. sewer pipe under tracks at Main Street.....
16370	" 10..	H. S. Gregory & Son.....	Land at St. John, N.B.....
16375	" 20..	The Harris Abattoir Co., Ltd.....	Railway siding at Sydney, C.B.....
16383	" 19..	Wm. H. Baxter.....	Land at Norton, N.B.....
16385	" 24..	D. M. Grant.....	Privilege to lay and maintain water pipe across lands and under tracks of I.C.R. at Eureka, N.S.....
16423	Nov. 20..	Tudhope Carriage Co.....	Land at Hopewell, N.S.....
16424	" 12..	Hattie O. Chapman.....	Land at Stewiacke, N.S.....
16425	" 12..	Geo. L. Tullock.....	Land at Elmsdale, N.S.....
16439	Dec. 1..	Geo. Dumont.....	Land at Rogersville, N.B.....
16442	" 5..	Town of Sydney.....	Privilege to lay 18-in. drain pipe at Sydney, N.S.....
16465	" 27..	I. B. Shaffner & Co.....	Land at Elmsdale, N.S.....
1907.			
16511	Feb. 8..	K. Lord.....	Privilege to lay drain pipe at L'Islet, Que.....
16515	" 27..	Chas. Love.....	Privilege to lay 1-in. water pipe two miles east Marysville, N.B.....
16516	" 20..	J. H. Hewson and A. A. Jones.....	Land at Amherst, N.S.....
16520	March 6..	Walter C. Bishop.....	Privilege to lay and maintain an 8-in. sewage pipe at Dartmouth, N.S.....
16526	" 11..	T. Ouellette.....	Land at St. Eloi Station, Que.....
16533	" 6..	Town of Dartmouth.....	Privilege to lay 20-in. sewer pipe under tracks at King Street.....
16551	" 25..	James Barclay.....	Land at Lansdowne, N.S.....
16552	" 25..	Jno. Fenderson & Co.....	Land at Sayabec, P.Q.....
16560	" 1..	Saunderson Manufacturing Co., Ltd.....	Land at Sydney, N.S., and privilege to lay 1½-in. pipe across I.C.R.....

PRINCE EDWARD

1906.			
16318	Sept. 10..	Charlottetown Steam Navigation Co. Ltd.....	Land at Summerside, P.E.I.....
16362	Oct. 8..	Dept. Marine and Fisheries.....	Pt. of wharf at Georgetown.....

CHAMBLY

1906.			
16443	Dec. 7..	Francois Toupin.....	Land in Chambly Basin Village.....

3.

Canals during the Nine months forming the Fiscal Year ended March 31, 1907,

RAILWAY.

Area.	Amount of Water Power.	Term.	Commence- ment of Term.	TERMS OF PAYMENT.			
				Annual Rental.	Due each Year.	First Instalment Due.	
				\$ cts.			
		During pleasure..	Jan. 1, 1906	5 00	Jan. 1..	Jan. 1, 1906	
		5 years.....	May 1, 1906	8,000 00	Monthly...	Monthly.	
		3 years.....	Sept. 1, 1906	25 p. c. gross re- ceipts to Ry., 10 p. c. gross re- ceipts to agents.			
3.70 acres.....		During pleasure..	July 1, 1906		"	"	
		"	" 1, 1906	1 00	July 1..	July 1, 1906	
6,900 sq. ft.....		"	March 1, 1906	25 00	March 1..	March 1, 1906	
320 sq. ft.....		"	Sept. 1, 1906	5 00	Oct. 1..		
		"	Sept. 1, 1906	2 00	Sept. 1..	Sept. 1, 1906	
		"	July 1, 1906	1 00	July 1..	July 1, 1906	
1,500 sq. ft.....		"	Sept. 1, 1906	5 00	Sept. 1..	Sept. 1, 1906	
1767.....		"	1, 1906	2 00	Sept. 1..	1, 1906	
370.....		"	July 1, 1905	1 00	July 1..	July 1, 1905	
5,200 sq. ft.....		"	Nov. 1, 1906	5 00	Nov. 1..	Nov. 1, 1906	
		"	July 1, 1906	1 00	July 1..	July 1, 1906	
729, 1,500.....		"	1, 1906	5 00	" 1..	1, 1906	
		"	Dec. 1, 1906	1 00	Dec. 1..	Dec. 1, 1906	
		"	July 1, 1906	1 00	July 1..	July 1, 1906	
1,150 sq. ft.....		"	Jan. 1, 1907	5 00	Jan. 1..	Jan. 1, 1907	
		"	July 1, 1906	1 00	July 1..	July 1, 1906	
1,560 sq. ft.....		"	Jan. 1, 1907	5 00	Jan. 1..	Jan. 1, 1907	
		"	1, 1907	5 00	" 1..	1, 1907	
476 sq. ft.....		"	Dec. 1, 1906	1 00	Dec. 1..	Dec. 1, 1906	
5,174 sq. ft.....		"	Sept. 1, 1906	5 00	Sept. 1..	Sept. 1, 1906	
40 sq. ft.....		"	Jan. 1, 1907	5 00	Jan. 1..	Jan. 1, 1907	

ISLAND RAILWAY.

1,904 sq. ft.....	During pleasure..	Aug. 15, 1905	100 00	Aug. 15..	Aug. 15, 1905
1,050 sq. ft.....	"	Dec. 1, 1905	1 00	Dec. 1..	Dec. 1, 1905

CANAL.

400 sq. ft.....	During pleasure..	Nov. 1, 1906	1 00	Nov. 1..	Nov. 1, 1906
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7-8 EDWARD VII., A. 1908

WATER POWER and other Public Property leased by the Department of Railways and

CORNWALL

No. of Lease.	Date of Signature.		Lessee.	Property Leased.
	1906.			
16361	Oct.	8..	Sisters of Hotel Dieu.....	Pts. lots 12 and 13, 1st con., tp. Cornwall, Ont.....
16426	Nov.	5..	Bell Telephone Co. of Canada, Ltd..	Privilege to erect and maintain telephone line between waterworks power-house and Ottawa & New York Ry. Co's bridge.....
16427	"	5..	"	.. Privilege to erect and maintain telephone line across canal, and from King's highway to St. Lawrence river, &c.....

LACHINE

	1906.			
16267	July	24..	The Simplex Ry. Appliance Co. of Canada, Ltd.....	Privilege to lay and maintain an 8-in. water pipe, and draw water from canal.....
16315	Aug.	30..	T. Préfontaine & Co.....	Land adjacent to Brewster's bridge, Montreal.....
16356	Oct.	8..	Grand Trunk Ry. Co.....	Privilege to lay siding on north bank to premises of Standard Chemical Co.....
16357	"	8..	"	Privilege to lay an 8-in. pipe above Côte St. Paul bridge, and draw water, &c.....
16558	"	8..	Montreal Rolling Mills Co.....	Land on north side of Canal near Brewster's Bridge...
16359	"	8..	"	"
16372	"	10..	Town of Lachine.....	Pt. of south bank of Old Canal.....
16421	Nov.	3..	G.T. Ry. Co. of Canada.....	Privilege to lay, maintain and operate 6 sidings on N. bank of canal east of Atwater Ave., Montreal....
16466	Dec.	20..	Dominion Wire Mfg. Co., Ltd.....	Land on long pier on S. side of canal entrance at Lachine.....
	1907.			
16473	Jan.	8..	T. M. Fox.....	Privilege to lay 2-in. pipe from canal to Cad. lot 3601, Par. Montreal and privilege to draw water.....
	1906.			
16477	Dec.	28..	Patrick McCrory.....	Lot 17, St. Gabriel Basin No. 3, St. Ann's Ward Montreal.....
16484	"	28..	F. Robertson.....	Lot 21, St. Gabriel Basins 2 and 3, St. Ann's Ward, Montreal.....
	1907.			
16512	Jan.	31..	J. B. Bonhomme.....	Land on S. side of canal, St. Gabriel Ward Ward.....
16517	Feb.	21..	Pure Ice Co., Ltd.....	Land on N.W. side of canal, near Brewster's bridge...
16525	"	25..	Montreal Water & Power Co.....	Privilege to lay double line of 36-in. pipe in St. Henri.
16529	March	6..	J. Laberge.....	Land on S. side canal, St. Gabriel Ward, Montreal....
16530	"	15..	R.O. & A.B. MacKay.....	Land on N. side of Lower Basin No. 1.....
16531	Feb.	23..	The Royal Insurance Co.....	Offices in Lessor's building, Montreal.....

RIDEAU

	1907.			
16495	Jan.	15..	Can. Atlantic Ry. Co.....	Agree. varying Leases Nos. 12050, 12051, 12162, and 12554.....
16546	March	22..	Rowan, Birkett & Chisholm.....	Privilege to dredge from bed of water of canal.....

SAULT STE.

	1906.			
16384	Oct.	24..	Sault Ste. Marie Bridge Co.....	Two parcels land on St. Mary Island, District of Algoma, Ont., with right of working bridge.....

SESSIONAL PAPER No. 20

Canals during the Nine months forming the Fiscal Year ended March 31, 1907—*Con.*

CANAL.

Area.	Amount of Water Power.	Term.	Commence- ment of Term.	TERMS OF PAYMENT.			
				Annual Rental.	Due each Year.	First Instalment Due.	
				\$	cts.		
19.65 acres..		During pleasure..	July 1, 1906	1 00	July 1..	July 1, 1906	
.....		" ..	Sept. 1, 1906	5 00	Sept. 1..	Sept. 1, 1906	
.....		" ..	" 1, 1906	2 00	" 1..	" 1, 1906	

CANAL.

.....	During pleasure	July 1, 1905	360 00	July	1..	July	1, 1905
29,655 sq. ft.	"	Aug. 1, 1906	311 37	Aug.	1..	Aug.	1, 1906
.....	19 years.	July 1, 1906	18 45	July	1..	July	1, 1906
.....	During pleasure	Jan. 1, 1906	10 00	Jan.	1..	Jan.	1, 1905
11,950 sq. ft.	"	Sept. 1, 1906	250 00	Sept.	1..	Sept.	1, 1906
300 sq. ft.	"	" 1, 1906	5 00	"	1..	"	1, 1906
.....	"	May 1, 1906	1 00	May	1..	May	1, 1906
.....	19 years.	July 1, 1906	10 00	July	1..	July	1, 1906
3,000 sq. ft.	During pleasure	Dec. 1, 1906	25 00	Dec.	1..	Dec.	1, 1906
.....	"	Jan. 1, 1907	30 00	Jan.	1..	Jan.	1, 1907
16,912 sq. ft.	"	Aug. 1, 1907	211 40	Aug.	1..	Aug.	1, 1907
16,912 sq. ft.	"	May 1, 1907	174 40	May	1..	May	1, 1907
9,650 sq. ft.	2 years.	Jan. 1, 1907	144 40	Jan.	1..	Jan.	1, 1907
5,550 sq. ft.	During pleasure	Dec. 1, 1906	222 00	Dec.	1..	Dec.	1, 1906
.....	"	Jan. 1, 1907	10 00	Jan.	1..	Jan.	1, 1907
6,000 sq. ft.	"	" 1, 1907	96 00	"	1..	"	1, 1907
19,450 sq. ft.	"	Sept. 1, 1906	586 20	Sept.	1..	Sept.	1, 1906
.....	5 years.	May 1, 1907	2,200 00	Quarterly.	Aug.		1, 1907

CANAL.

.....	21 years.	Jan. 1, 1904	500 00	July	1..	July	1, 1907
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MARIE CANAL.

0.576, 1.483 ac.	21 years.	May 1, 1899	20 00	May	1..	May	1, 1899
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7-8 EDWARD VII., A. 1908

WATER POWER and other Public Property leased by the Department of Railways and
SOULANGES

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
	1906.		
16382	Oct. 23..	Louis Giroux.....	Land, lots Nos. 235 and 240, Par. of St. Ignace, Co. of Soulanges, Que.....
	1907.		
16524	Jan. 31..	N. and A. Bourbonnais.....	Pt. Cad. lot 130, Par. St. Ignace de Coteau du Lac, Co. of Soulanges, Que., &c.....

TRENT

	1906.		
16376	Oct. 15..	R. H. Quinn.....	Lease of $\frac{1}{2}$ acre of land, part of lot 32, 8th Con. Tp. of Eldon, Co. of Victoria, Ont., and privilege of taking stone piled thereon.....
16377	" 15..	Jas. Davidson.....	Lease of land, Pt. of lot 32, 8th Con., Tp. of Eldon, Co. of Victoria, Ont.....

WELLAND

	1906.		
16261	July 23..	Canadian Colored Cotton Mills Co., Ltd.....	Certain canal reserve land in the Town of Merriton together with surplus water.....
16302	Aug. 27..	Edward Hughes.....	Part of lot No. 26 in the 5th Con. of Tp. of Crowland, Co. of Welland.....
16303	" 18..	M. Beatty & Sons, Ltd.....	Part of lot No. 26 in 5th Con. of Tp. of Crowland, Co. of Welland.....
16365	Oct. 10..	Ontario Power Co. of Niagara Falls.	Privilege to erect power transmission line in Tp. of Thorold, Ont., and to cross canal at several points between Allanburg and Port Colborne, and 8 par. land.....
16378	" 23..	R. W. Leonard.....	Land in City St. Catharines, being part of lot 19, Con. 6, Tp. of Grantham, Ont.....
16380	" 24..	The Thorold Natural Gas Co.....	Privilege to lay and maintain a 4-in. gas pipe across old canal on line of Albert St., Thorold, Ont.....
16434	Nov. 24..	Thos. Lannon.....	Land, part of lot 27, Con. 1, Tp. of Humberstone, Co. of Welland, Ont.....
16435	" 24..	Can. Niagara Power Co.....	Privilege to carry transmission power cables across Chippawa Creek.....
16438	Dec. 1..	Hon. R. Harcourt.....	Land on S. side of West Main St., Welland, Ont.....
16446	Nov. 20..	City of St. Catharines.....	Privilege to lay, &c., 6-in. water main along S. side of Old Canal.....
16486	Dec. 20..	Erie Telephone Co., Ltd.....	Privilege to erect telephone line between Byng and Dunnville, and bridge over Grand River, and to lay submarine cable across Feeder.....
	1907.		
16527	March 2..	D. Carter.....	Pts. lot 28, 1st Con., Tp. Humberstone, Co. Welland, Ont.....
16539	" 16..	Can. Portland Cement Co.....	Land in Pt. Colborne, Ont.....

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 3, 1907.

SESSIONAL PAPER No. 20

Canals during the Nine months forming the Fiscal Year ended March 31, 1907—*Con.*

CANAL.

Area.	Amount of Water Power.	Term.	Commence- ment of Term.	TERMS OF PAYMENT.			
				Annual Rental.	Due each Year.	First Instalment Due.	
				\$	cts.		
18 acres.....		During pleasure..	Sept. 1, 1906	16 00	Sept. 1..	Sept. 1, 1906	
3 00, 6'50 acres		1st parcel, during pleasure. 2nd parcel, 21 years.	Nov. 1, 1906	57 00	Nov. 1..	Nov. 1, 1906	

CANAL.

1'61 acres.....		During pleasure..	Sept. 1, 1906	20 00	Sept. 1..	Sept. 1, 1906	
1'61 acres.....		" ..	" 1, 1906	20 00	" 1..	" 1, 1906	

CANAL.

.....		21 years.....	July 1, 1902	£120 00	Jan. & July		
0'22 acre.....		During pleasure..	Aug. 1, 1906	10 00	Aug. 1..	Aug. 1, 1906	
1'45 acres.....		" ..	" 1, 1906	100 00	" 1..	" 1, 1906	
.....		10 yrs. renewable.	Sept. 1, 1906	100 00	Sept. 1..	Sept. 1, 1906	
0'21 acre.....		During pleasure..	" 1, 1906	5 00	" 1..	" 1, 1906.	
.....		" ..	April 1, 1906	10 00	April 1..	April 1, 1906	
0'34 acre.....		" ..	Nov. 1, 1906	25 00	Nov. 1..	Nov. 1, 1906	
.....		" ..	" 1, 1906	1 00	" 1..	" 1, 1906	
0'02 acre.....		" ..	Dec. 1, 1906	15 00	Dec. 1..	Dec. 1, 1906	
.....		" ..	Nov. 1, 1906	5 00	Nov. 1..	Nov. 1, 1906	
.....		" ..	Sept. 1, 1906	5 00	Sept. 1..	Sept. 1, 1906	
0'24, 0.46 ac....		" ..	Jan. 1 1907	10 00	Jan. 1..	Jan. 1, 1907	
11'20 acres.....		21 yrs. renewable.	March 1, 1907	134 40	March 1..	March 1, 1907	

HAZEN HANSARD,
Law Clerk.

7-8 EDWARD VII., A. 1908

No.

PROPERTY CONVEYED to the Department of Railways and Canals and Letters Patent

CANADIAN PACIFIC

No. of Deed.	Date of Signature.	Grantor.	Lot.
	1905.		
*16387	Jan. 31..	Ashton W. Spilsbury.....	Part of W. subdivision, lot 326, township 11....
	1904.		
*16388	Dec. 9..	Francis A. Spilsbury.....	Lots 27, 28 and 29 in town of Port Moody, being W. sub- division of lot 326, township 11.

INTERCOLONIAL

	1906.		
*16304	June 15..	P. M. Duggan, <i>et ux</i>	Land at.....
*16307	" 11..	Jos. R. Henderson, <i>et ux</i>	".....
	1904.		
*16308	Sept. 29..	The Alex. Gibson Ry. & Mfg. Co.	The Canada Eastern Ry.....
*16309	" 29..	"	Rights to take water and ballast along line of Canada Eastern Ry.
	1906.		
*16311	May 28..	The Eastern Trust Co. (adm. of late T. F. Jenkins).	Land on N. side of Upper Water Street.....
*16331	" 5..	Noel Paré.....	Part lot 141.....
	1905.		
*16393	May 31..	Ed. M. Wilson.....	Land on S. side of Gray's Lane.....
	1906.		
16429	July 27..	Geo. Shaffer.....	Land on W. side of Upper Water St.
16430	" 28..	S. J. Lawrence.....	Land at.....
16462	Oct. 10..	Caroline Smith.....	Land in rear of Lockman St.....
16481	July 9..	Dan. L. McPhee, <i>et ux</i>	Land in.....
16510	Sept. 4..	A. P. E. Parent.....	Part lot 586.....
16540	Oct. 27..	Wm. S. Cunard, <i>et al</i>	Land on E. side of Campbell Road....
16541	" 25..	A. M. Bell, <i>et ux</i>	Land in rear of Upper Water St....
16542	Nov. 5..	Jno. Townshend.....	Land on E. side of Windsor St.....
	1907.		
16613	Feb. 28..	Ed. Kiegan, <i>et ux</i>	Land between.....
16614	Mar. 12..	Henry Vickers, <i>et ux</i>	Land at.....
16637	" 7..	G. B. Terran.....	".....
16639	" 7..	"	Farm crossing at....
16655	Feb. 13..	Jno. J. Robertson.....	Land in.....
16667	Mar. 22..	Thos. Ritchie, <i>et al</i>	Land at.....

PRINCE EDWARD

	1906.		
16472	Oct. 5..	A. J. Carruthers.....	Part lot 19.....
16653	Dec. 27..	Jno. G. McDonald.....	Land at....

* Too late for last year's report.

SESSIONAL PAPER No. 20

4. .

granted during the Nine months forming the Fiscal Year ended March 31, 1907.

RAILWAY.

District.	County.	Area.	Amount.	Remarks.
			\$ cts.	
New Westminster.....		5.88 acres...	1 00	
"		5.88 " ...	1,201 39	

RAILWAY.

Lakeview.....	Halifax, N.S.....	4.3 acres...	1,182 50	
Halifax.....	"	31.78 " ...	45,400 00	
.....			800,000 00	
.....			1 00	
Halifax.....	Halifax, N.S.....	10,117 sq. ft.....	1,800 00	
Ste. Helene Parish.....	Bagot, Que.....	16,779 "	200 00	
Halifax.....	Halifax, N.S.....	2,911 "	1,300 00	
"	"	828 "	1,600 00	
Fort Lawrence.....	Cumberland, NS.....	0.88 acre....	123 20	
Halifax.....	Halifax, N.S.....	1,216 sq. ft....	350 00	
North Sydney.....	Cape Breton, N.S.....	10,758 "	500 00	
Notre Dame de Liesse de la Rivière Ouelle Parish.	Kamouraska, Que.....	2.53 acres...	65 00	
Halifax.....	Halifax, N.S.....	0.096 " ...	250 00	
"	"	5,712 sq. ft....	7,500 00	
"	"	26,000 "	3,000 00	
N. Sydney & Sydney Mines.	Cape Breton, N.S....	500 "	150 00	
Sydney Mines.....	"	3,294 "	150 00	
Bedford.....	Halifax, N.S.....	0.1 acre....	100 00	
			250 00	
Sydney Mines.....	Cape Breton, N.S....	2,108 sq. ft.....	100 00	
Bedford.....	Halifax, N.S..	0.03 acre....	50 00	

ISLAND RAILWAY.

.....	Prince, P.E.I..		150 00	
Vernon River Bridge.....	Queen's, P.E.I....	9 acres..	1,100 00	

7-8 EDWARD VII., A. 1908

PROPERTY CONVEYED to the Department of Railways and Canals and Letters Patent

RAPIDE PLAT

No. of Deed.	Date of Signature.	Grantor.	Lot.
	1906.		
16468	Dec. 31..	His Majesty to Mary E. Robertson.	Parts W. ½ lot 7 and E. ½ lot 8, concession 1.....

SAULT STE. MARIE

	1906.		
16461	Dec. 12..	Ontario Govt. to Govt. of Canada.	Two parcels of land covered with water.....

TRENT

	1906.		
16389	Sept. 10..	Toronto University.....	Part lot 15 in concession 12.....
*16448	Jan. 22..	United Counties of Northumber- land and Durham, <i>et al.</i>	'Bensfort,' 'Wallace Point,' 'Hastings' and 'Trent' or 'Narrows' swing bridges.
16505	July 5..	Public Works Dept. to Railways Control of works at Chisholm's Rapids, &c.....	and Canals Dept.

* Too late for last year's report.

DNPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 3, 1907.

SESSIONAL PAPER No. 20

granted during the Nine months forming the Fiscal Year ended March 31, 1907—*Con.*

CANAL.

District.	County.	Area.	Amount.	Remarks.
			\$ cts.	
Matilda Township.....	Dundas, Ont.....	3 35 acres.....		Letters patent.

CANAL.

Sault Ste. Marie.....	Algoma, Ont.....	50 ac., 5 ac.		Order in Council.
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CANAL.

Seymour Township.....	Northumberland, Ont.....		200 00	
S. Monaghan Tp., Hastings			1 00	
Village and Seymour Tp.				
.....				

HAZEN HANSARD.
Law Clerk.

No. 5.

DAMAGES released to the Department of Railways and Canals during the Nine months forming the Fiscal Year ended March 31, 1907.

INTERCOLONIAL RAILWAY.

No. of Re-lease.	Date of Signature.	Grantor.	Description.	Amount.
	1906.			\$ cts.
16277	July 17..	A. Guimont, <i>et al.</i>	Damages for injuries sustained..	200 00
16441	Oct. 2..	Henrietta O'Dell.....	Damages to house No. 17, Gray's Lane, Halifax, N.S.	250 00
16467	Dec. 26..	R. G. & Wm. Hood.....	From any damage, &c., that may arise when travel-ling on engines and vans.	

CHAMBLY CANAL.

	1906.			
16386	Aug. 4..	Cecile Briggs.....	Damages by water to 184 arpents of land, lot No. 217, parish of St. Luc, Co. of St. John's, Que.	2,000 00
16463	Dec. 26..	Ambrose Kinney.....	Damages sustained by boat <i>R. I. Patrick</i> while pass-ing through Chambly Canal.	20 00

CULBUTE CANAL.

	1906.			
16296	Aug. 4..	Patrick J. Cully, <i>et al.</i>	Damages by flooding to W. $\frac{1}{2}$ lot 35 and lots 36 and 37 in E. range of Allumette Island.	420 00

SOULANGES CANAL.

	1906.			
*16297	Mar. 1..	Amable Clement.....	Damages to parts lots 427 and 428, parish of St. Joseph de Soulanges, Co. of Soulanges, Que.	80 00

TRENT CANAL.

	1906.			
*16397	Feb. 5..	Catherine Conroy.....	For damage by water in city of Peterborough, Ont., lot 20, W. of Concession St.	350 00
*16398	" 20..	Mary Jane McQua.....	For damages by water in city of Peterborough, Ont., lot 57, W. of Rogers.	600 00
	1905.			
*16399	Aug. 22..	Eliza L. Beattie.....	For damages by water in city of Peterborough, Ont., lot 18, in Ashburnham.	150 00
*16400	" 21..	Nellie Courtenay.....	For damages by water in city of Peterborough, Ont., lot N. $\frac{1}{2}$ 16, in Ashburnham.	250 00

* Too late for last year's report.

SESSIONAL PAPER No. 20

DAMAGES released to the Department of Railways and Canals during the Nine months forming the Fiscal Year ended March 31, 1907—*Concluded.*

TRENT CANAL—*Concluded.*

No. of Re-lease.	Date of Signature.	Grantor.	Description.	Amount.
	1906.			\$ cts.
*16401	Feb. 2	Jas. Ballantyne, <i>et ux</i>	For damages by water, city of Peterborough, Ont., lot 15, W. of Concession and N. of Maria.	500 00
*16402	" 2	William Campbell.....	For damages by water, city of Peterborough, Ont., S. $\frac{1}{2}$ of lot 16, W. of Concession.	250 00
*16403	" 19	Charles Noyes, <i>et ux</i>	For damages by water, city of Peterborough, Ont., lot 18.	250 00
*16404	" 20	Annette Dover, <i>et al</i>	For damages by water, city of Peterborough, Ont., lots 60, 61, 62, W. of Rogers and N. of Maria.	500 00
*16405	Mar. 8	James May, <i>et ux</i>	For damages by water, city of Peterborough, Ont., lot 21, N. of Maria and W. of Concession.	500 00
*16406	" 12	David Dennie, <i>et ux</i>	For damages by water, city of Peterborough, Ont., block 'W,' E. of Concession.	1,000 00
*16407	Jan. 16	Martin Hobbins.....	For damages by water, city of Peterborough, Ont., lot 9, W. of Concession and S. of Maria.	200 00
*16408	Mar. 16	R. F. McWilliams, <i>et ux</i> ...	For damages by water, city of Peterborough, Ont., lots 63, 64 and 65, S. of Maria and W. of Concession.	150 00
*16409	Feb. 20	William Henthorn.....	For damages by water, city of Peterborough, Ont., lot 25, E. of Rogers St.	150 00
*16410	Mar. 10	Janet Moffat, <i>et al</i>	For damages by water, city of Peterborough, Ont., lot 59, township of Douro.	350 00
*16411	Feb. 28	Elizabeth Arnow.....	For damages by water, city of Peterborough, Ont., lot 10, S. of Maria and W. of Concession.	400 00
*16412	" 23	John Henthorn, <i>et ux</i>	For damages by water, city of Peterborough, Ont., lot 25, E. of Rogers St.	350 00
*16413	" 3	Wm. Beattie, <i>et ux</i>	For damages by water, city of Peterborough, Ont., lot 17, W. of Concession St.	550 00
*16414	" 16	A. J. Kidd, <i>et ux</i>	Damage by water to part lots 16 and 17, concession 8, township of Douro, Ont.	323 72
16432	Oct. 30	Mark Curtis, <i>et al</i>	Damages by water to four parcels of land in township of Otonabee, Co. of Peterborough, Ont., and to lumber, machinery and brickyard thereon.	4,898 00
16454	Dec. 20	Ronald McKay.....	Damages consequent upon loss of a heifer by drowning in Trent Canal.	40 00
*16543	Jan. 5	Margaret Cleary, <i>et al</i>	Damages to parts lot 3, concession 12, township of Douro, Co. of Peterborough, Ont.	50 00
*16587	Jan. 23	Dan. Maloney, <i>et ux</i>	Damages to part lot 9, concession 10, township of Douro, Co. of Peterborough, Ont.	35 00
16604	Dec. 13	Jno. McLean, <i>et al</i>	Damages to part lot 57, W. of Rogers St., Peterborough, Ont.	150 00

* Too late for last year's report

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 3, 1907.

HAZEN HANSARD,
Law Clerk.

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